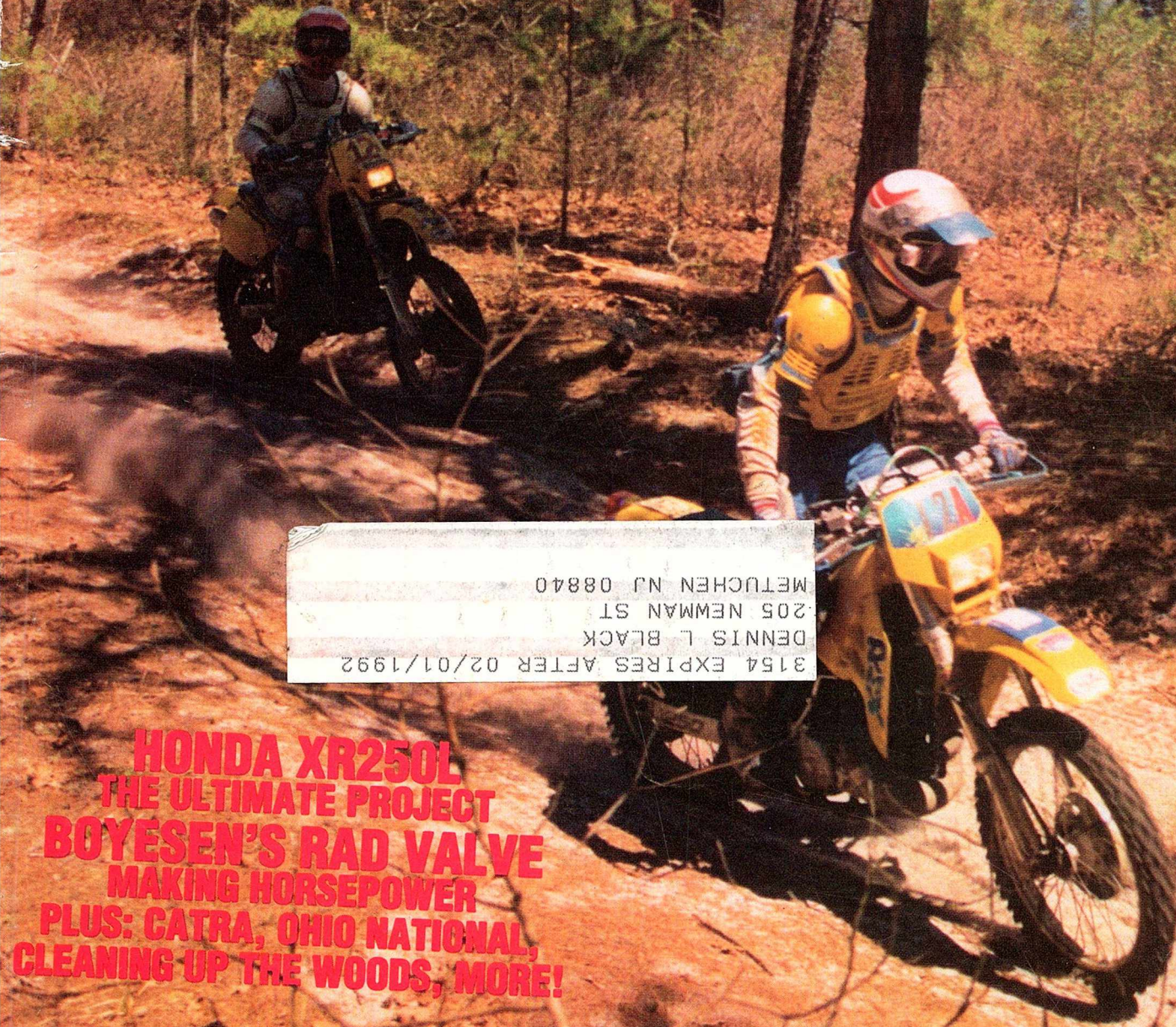


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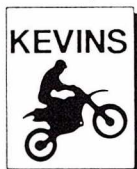
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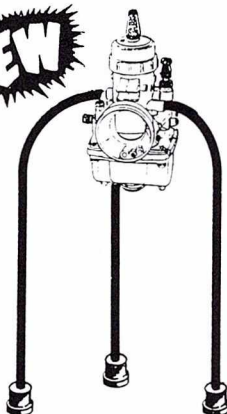


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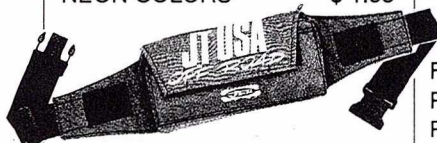
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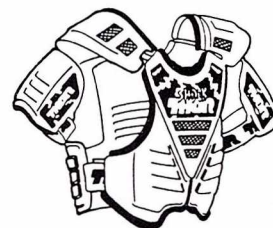
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TRAIL RIDER

M A G A Z I N E

July 1991
Volume 21 Number 7

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for the September issue is
July 19, 1991*

On the cover: Hank Stankiewicz and Scott Wolfersberger, the inseparable team, at the Pine Barons enduro. With any luck, we'll have Pine Barons results and a story next month...and Curly Fern results, and Pine Hill results, and Monahan results....



We do trash.

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Warning: Hitting things real hard on a motorcycle can be rough on your body, as well as detrimental to your forward momentum. You should strive at all times to maintain forward motion with a healthy respect for solid objects in your way, and avoid impact at all costs. At the same time, protective gear is a good idea for even the most careful rider. Wear gloves, goggles, a helmet, sturdy boots and anything else you can wrap around your body without sweating away to nothing. Courage.

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SECRET ENDUROS

By Paul Clipper

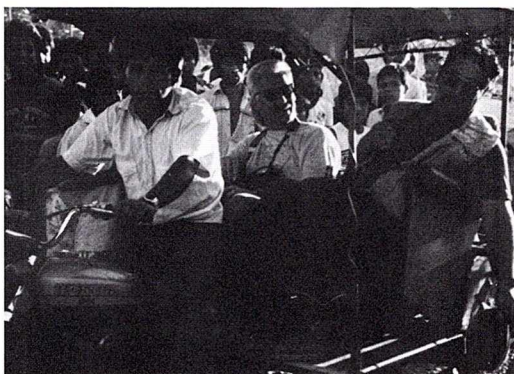
I'm convinced that absolutely no one you can possibly make contact with, at any given enduro, knows anything about the course you'll be riding.

The reason for all this enduro secrecy is plain. The club has a trail boss, who puts together the run. The trail boss is given almost unlimited power in the months before the enduro date, to put together a course as he sees fit. So that's exactly what he or she does. Unfortunately, Mr. Trail Boss has a number of factors working against him. First off, if the enduro he's working on is even remotely important, there's usually a number of riders from other clubs trying to figure out what trails he's going to use. Guys will be riding in parts of the woods they've never ridden in before, just hunting around for a hint of surveyor's ribbon, the odd paint spot on trees, or any other surreptitious sign that this trail, indeed, is going to be part of the run. Forget about the fact that they don't know what speed average they're going to be running at, or which

direction they may be riding; they're out there in the woods, snooping for an advantage.

We're not talking about the top riders here. Anybody who can regularly win the overall, even at a local enduro, has no need for prior knowledge of the course. That's because they can ride *fast*, unlike the rest of us trail blockers.

So the trail boss has to keep an amazing



number of secrets, even from his own club. An extreme example of this is the Pine Hill enduro, one of South Jersey's better "family" style enduros. It's put on by one of the biggest clubs in the Association, but only two guys, Tony and

Bob, put the course together. The route is a secret to everyone else, even their own club members. CJCR riders actually look forward to sweeping the course, so they can finally understand what all the guys were bench racing about afterwards.

So the trail boss has to keep secrets, and on the morning of the run, when all the club members that know it all and never come to meetings show up, he's also got good reason to hide out somewhere on the course. Which is what all good trail bosses do, all day.

The dead giveaway that there may be only a few people in the know comes when you have to ask directions at a check. Now, I do this a lot, because in most enduros I ride, I'm not even entered. I have no score card, no number, I've only signed the legal waiver at the start. I'm out there looking for good photo opportunities, but I have a hard time convincing check crews.

Just about everybody at a check is a volunteer, and since most clubs are understaffed, most volunteers are non-riding friends, family or hitchhikers. They've been rapidly pumped full of enduro knowledge, specific to that check location, and they know very little else about what they're doing. There is usually

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one club member who knows what's going on, but he's usually mad at somebody and worn out from explaining things, so he's clammed up completely. Consequently, the other check crew people are on a hair trigger; if you come into their check, you must be a racer. Anybody else is a trespasser who should be shot on sight, and if you ask direction out to another spot, or back to the start, you're a quitter and the lowest form of life. Even if they knew, they wouldn't tell you.

They don't know where they are, though, because they've never been there before. They got there in the back of somebody's truck, where they were trying desperately to keep warm and keep from spilling the single cup of coffee—with no lid—that is supposed to keep them alive until 11:20. The extent of the directions you can usually get from them is "There's a big dirt road just a mile and a half down the trail. Just follow the arrows."

This, of course, is not true. Someone always comes up with an answer like this, because once you're a mile and a half down the trail, you're not coming back to argue. This sort of thing makes it tough for me to get a lot of photos, but I do get plenty of good riding in.

The only time it "hurts" is when you're injured, but still mobile, and looking for a quick way back to the pain killers. One time, long ago, in a California two-day enduro, I remember this actually worked to my benefit. I had done well on the first day, prepped the bike that night and entered the second day brim-full of confidence and a big head. By halfway through the run I felt like Bob Hannah, and was riding like him too.

Unfortunately, I lack Bob's raw skill on a motorcycle, and I lost the front end on a fourth gear, rocky downhill and got flung over the bars like a rag doll.

I did a neat tuck and landed right on my face, smashing my left arm between my chest protector and the ground, and although my arm felt like it was broken, I would find out later that it was only bruised like a rotten mango.

The pain was the same, though, and it took all the fire out of me. I rolled into the check at the bottom of the hill, with the bike all bent and my arm dangling uselessly and asked the age-old question: "Which way back to the start?" And I got the age-old answer:

"I don't know. But if you follow the trail it's real easy from here up to a paved road."

Okay, I went for it. I could have hung around and gotten a ride out, but I'd only do that with a broken bike. There are few things more boring than hanging around a check, and check crews know it.

So I left, looking for this paved road that never came. The trail didn't suddenly get easier either. As a matter of fact, after they let us get back on time they started making us late again. I could only hold on one-handed, and I was losing my sense of humor when I came into another check and asked the same question again. This time the guy *laughed* at me! "You and just about everybody else! Just follow the arrows, that's what I tell everybody!"

If I could have held the bike up with my left hand I would have taken a swing at him, but he was also as big as a house and half-drunk besides. I hoped he'd fall off a cliff, and kept

going down the trail.

That was the next to last check, I'd come to find out, and right before the finish they ran us up one of these classic California uphill, laid out by an "A" rider on an Open-class bike, and impossible for anything less than a good 250. I was riding a 200. I think I unhooked my fanny bag and clamped it in my teeth to keep from screaming, and then fought my way up this crowded hill breaking every law of decency along the way. By the time I made the top I was useless, but I rolled down the hill into the finish check and then got a friend to push my bike to the truck, while I collapsed on the ground.

Three aspirins and a half-gallon of water brought me back to life, though, and I eventually went over to see how I did, with very little optimism. I couldn't stop fuming over the order to "keep following the arrows" in the last half of the day, and I was still smoldering when I saw my card at the top of the B200 class on the board. And everybody else was in. My main rival in the class had broken down before the final hill, and scored so badly on the last check that I had beat him by a dozen points. If I had quit before the finish I wouldn't have even made it on the board.

So when you finally decide you want "out" at an enduro, weigh carefully what that decision means, and know that it isn't merely mean-spiritedness that makes them point you down the trail. It may do you more good than you imagine, continuing on. But if you've really got nothing to lose, carry a cheap camera with you, and wave it around when the check looks at you like a quitter. It always works for me!

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GOOD PROGRAM

Denis Laliberte dropped us a note to tell us about Merrimack Valley Trail Riders' latest ambition, a summer youth trail maintenance program engineered with the help of the Second Start School in Concord, NH. They have been funded for the program, to the tune of about \$38,000, and intend to put a dozen at-risk kids (potential high school drop outs) to work for the summer repairing state-owned trails in the Hopkinton-Everett trail riding area. Funding is also coming from the Motorcycle Industry Council (\$1300) to help out with the purchase of tools and equipment.

The beauty of the program is that 12 or so disadvantaged kids will get much-needed employment for the summer, and Hop-Ev will get its trails repaired and fortified for future use. Second Start's Denis Laliberte deserves a major tip of the hat for this project, and if you would like to contact him for details on how to do such a thing in your area, call (603)225-3318 to talk to him. The program will run from July 1 through August 16 this summer.

MAJOR NEWSLETTER

One club that's really on the move in New England is the Pilgrim Sands Trail Riders, based in the mainland Cape Cod area. PSTR has been recruiting members, doing projects for the state forests, participating in local parades, getting together for mountain bike rides; you name it, they do it. They also have a great newsletter to keep all the members informed...although the copy we saw was black ink printed on red paper, which was viciously hard on an old editor's eyes. No matter, it was informative and enter-

taining, which is all any of us amateur publishers can hope to be. You can get in touch with PSTR by contacting Pete Ziobro at 29 Maywood Street, New Bedford, MA 02745.

SPORT CYCLE DEBUT

Next month will be the debut of *Sport Cycle*, our brand-new, never before seen mountain bike magazine. It was supposed to be this month, but we were rapidly running out of time and money, and finally a typesetting machine broke down, which stopped us in our tracks. Look for *Sport Cycle* next month, you'll get it as a bonus addition to your *Trail Rider* subscription, free for nothing! It oughta be fun, if we can ever get it out the door....

RACE IN MAINE

If you want to do something different on the weekend of the 24th, head to Bull Run MX in Lewiston, Maine. It's a ways up there, for sure, but Yvon Cote of Yvon's Husky tells us that NETRA members can get in to race at Bull Run without having to join NESCA, which will definitely save you a couple of bucks. If you're riding a KTM, remember

KTM's new NESCA contingency program—you could pick up \$300 in credit by winning your class. Check it out at your dealer's.

KNOX AGAIN

If you're into mountain bikes and aren't doing anything special on July 6 and 7, you should head on up to Southwick and hang out at the Knox Trail Riders 2-Day Mountain Bike Festival. They'll have some great marked trail rides, some observed trials and hare scrambles-type competition, and just plain plenty of fun. They offer free camping Friday and Saturday night, and they will have a live band to entertain you on Saturday night. It is a radical good time, for info call (413)569-6617 or (413)569-0332.

KEYMASTER WINNER

If you wandered out to the Pine Baron's enduro on May 5 and didn't stop by Griffin Vehicle Service, you missed a big chance. Griffin was holding an open house that

weekend, with a lot of company reps, free food and good prices. One of the featured events of that affair was a raffle to give away a Keymaster II enduro computer, and Sunday night the lucky winner turned out to be Len Rehatchek of Nesquehoning, PA. Len is well known to prac-

BROWN MT. LIGHTS ENDURO

by Ron Miller

Lenoir, NC 3/24

Not completely healed from a shoulder injury, KTM factory pilot Allen Gravitt edged out Joey Hopkins (KAW) by one point for a hard earned overall win at the Brown Mountain Lights enduro, the 12th round of the SETRA Championship Enduro Series.

Seventy degree temperatures, low humidity, no dust and perfect traction provided ideal riding conditions for the 200 plus entries.

The Uifour Trail Bike Club turned the clock back to the late '70s and early '80s to give the riders one of the most challenging Enduros of the season.

Even with forty-nine minutes of resets in the first half many riders holed out before the gas stop. The tight trails with roots the size of Florida sand whoops, severe down hills and miles of rock gardens all lined with hard oak trees kept punishing both rider and machine to the limit.

Videos of the day's run were played during scoring and by 4:30 trophies were presented to exhausted but deserving winners. Riders from ten different states went home with the gold and war stories that should last until spring of '92.

Special thanks to the United States Forest Service, the Colletsville Ruitan Club and the hard working members of the Uifour Trail Bike Club.

tically everybody in the ECEA, and was the Chairman of the committee that tried to get the 1994 Six Days in Pennsylvania. Len was surprised and delighted, and immediately called us at *TR* for instructions on how to use it. We gave him the Keymaster 800-number, of course.

Griffin will have another open house in the fall, in conjunction with the Sandy Lane enduro on October 6th. Don't miss it!

HAWKINS WINS GREENVILLE

Coming back from a bad thumb injury that left him with three pins holding his abused opposed digit together, Randy Hawkins surprised everyone by winning the overall at the Greenville, South Carolina, AMA National enduro. Hawkins had ridden at Ohio a few weeks before, and witnesses there said he was "barely holding on." What they failed to note was that he was one of only 20 or so riders to finish, and he literally did it one-handed.

KTM's Jeff Russell came in second in South Carolina, and he still has the points lead in the series by a comfortable margin. Reports from Suzuki claim that Randy still has a numeric chance of catching Russell and winning the championship again, but so does Hawkins' team mate Kevin Hines, who has slightly better "bad" finishes (throwaways) than Randy. If Hi-

NAMES AND ADDRESSES

New England Trail Rider Association (NETRA) P.O. Box 478 Ellington, CT 06029 (203)875-5757	(304)594-1157
East Coast Enduro Association (ECEA) 1380 Route 70 Browns Mills, NJ 08015 (609)893-7294	North Carolina H.S. Series P.O. Box 338 Fayetteville, NC 28302 (919)867-5219
Virginia Championship Hare Scrambles Series (VCHSS) 114 Holloway Drive Smithfield, VA 23430 (804)255-4620	American Motorcyclist Assn. P.O. Box 6114 Westerville, OH 43081-6114 (614)891-2425
Pennsylvania Trail Riders Association (PATRA) Box 77 Thomasville, PA 17364	Southeastern Enduro and Trail Riders Association (SETRA) P.O. Box 1935 Roswell, GA 30077-1935 (404)532-6832
Potomac Motocross P.O. Box 156 Budds Creek, MD 20650 (301)475-2000	New York Hare Scrambles Series (315)682-8017
Racer Productions (AMA GNCC Series) Route 7, Box 459 Morgantown, WV 26505	District 4 Enduro Comm. (NY) 568 Whittier Road Spencerport, NY 14559 (716)594-0384
	District 6 Sports Association P.O. Box 554 Lebanon, PA 17042 (717)272-6896
	Blue Ribbon Coalition P.O. Box 5449 Pocatello, ID 83202 (208)237-1557

WHERE TO RIDE

July

7/7 NETRA Parent/Child Trail Ride
Weare, NH
7/7 NETRA Conn. State Hare Scrambles
Union, CT
7/7 N.Y. State Hare Scrambles Series
Speedville, NY
7/14 Fair Hill Hare Scrambles
Fair Hill, MD (302)834-4411
7/14 Mississippi National Enduro
Perkinston, MS (601)928-4049
7/14 NETRA Greylock Hare Scramble
Windsor, MA
7/21 NETRA Broken Boulder Turkey Run
Skowhegan, ME
7/21 ECEA Foggy Mountain Enduro
Blain, PA
7/21 Flat River Nat. Hare Scrambles
Flat River, MO (314)961-5098
7/21 NETRA/CATRA I Hare Scramble
Fishouse, NY
7/28 NETRA Tri State Enduro
Oxford, MA
7/28 Virginia Championship H.S.
Pulaski, VA
7/28 ECEA Brandywine Enduro
Crossforks, PA
7/28 New York National Hare Scrambles
South Edmeston, NY (607)722-6195

nes and Hawkins both get healthy soon, it should shape up to be a butt-kicking season in the second half.

Allen Gravitt (KTM) was third at Greenville, Kurt Hough (Kaw) was fourth, and Steve Hatch (Suz) was fifth overall.

NOTHING BUT FUN

We are in the thick of it now. There are a million events this month...well, maybe not a million, but there's plenty to do. NETRA's got a hare scrambles practically every weekend, the Tri-State enduro is on the 28th, and this month is the inaugural running of the Broken Boulder Turkey Run all the way up in Skowhegan, Maine, on the 21st. If there's any way we can get out from under the workload, we're heading up to that one. Also, if you've got kids that ride, don't miss the Parent/Child trail ride being held in Weare, NH, on July 7.

ECEA is cooking this month with the Foggy Mountain enduro and the Brandywine Enduro; the Foggy Mountain is also part of the District 7 enduro championships. There are no GNCC events in July, but the Virginia Championship Hare Scrambles series has a race on the 28th in Pulaski. If you're in Perkinston, Mississippi, on July 14th, don't miss the AMA National enduro happening there. Hines should be riding, so it'll be a mean battle. There's also an AMA National Hare Scrambles on July 28th new Unadilla, New York.

Finally, there are two New York State hare scrambles on the seventh and the 28th, and we'll bet good money there's some District 6 hare scrambles happening as well, but we don't have a schedule and haven't a clue. Ask around, and then let us know, okay?



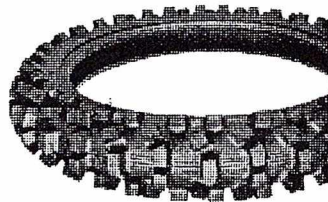
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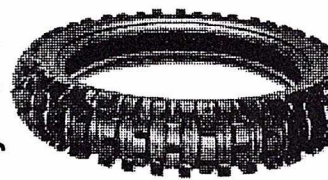
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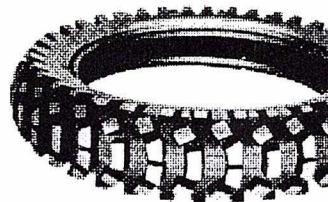
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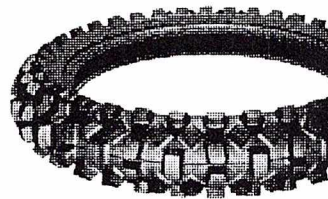
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HATCH ATTACK

Steve Hatch has been sending us a raft of press releases, with Moose Racing Flash! printed on them...guess it's required of all Moose team racers. Either that or Moose is just showing off; maybe they finally found a rider (employee?) who could write? They'll never tell....

Any road, the big Hatch news this month is that he overalled the Michigan Two-Day ISDE qualifier on his Moose prepared RMX. Moose did the suspension and the engine on the bike. Hatch was followed into the finish by AMA National Enduro Champion Randy Hawkins and KTM rider Chris Smith. Steve now is leading the Qualifier series, and that makes him a true hot shoe as far as we're concerned.

CLIMB PIKE'S PEAK

Once again, we're as late as humanly possible with this news, but the Colorado 500 organization is this year sponsoring a Pike's Peak hill climb along with the automobile hill climb traditionally run each year on the Peak. Pike's Peak, of course, is in Colorado, near Colorado Springs, and there's an old and respected tradition of racing up the mountain since 1916. Motorcycles haven't raced up Pike's Peak for the last seven years, but this year two-wheelers will once again have a chance to "race to the clouds."

From what we've heard in the past, the Pike's Peak race is something like what you'd expect a high-speed race up Mount Washington to be like. Pretty hairy, action packed, and it prompts a wide variety of one-off machinery. The date is July 4, the entry fee for motorcycles is \$350, but there's a \$15,000 purse at stake. For more information, contact Praco Ltd., Karen Conway, at (719)473-0704.

NEAT IDEA

Looking through the Pilgrim Sands Trail Riders' newsletter this month we came across an item that deserves mention. It seems they have a "Lids for Squids" program going, which is a not particularly kind name for a charity program to benefit needy young trail riders. They ask their members to save their old gear, used tires, handlebars, cables and all serviceable "junk" that they replace and instead of trashing it giving it to riders who can't afford new stuff. Wonderful idea! Anybody who has any old Pentons or Penton parts out there can send them right this way!

Seriously, the PSTR deserves credit for this, and for all the good programs they've been into lately. To contact them, call Pete Ziobro at (508)995-5819.

HUSKY NEWS

Our man Dan at Husqvarna has finally learned how to run a fax machine, and he's been faxing us all sorts of race information. It seems that Husky is cleaning up in Europe. After two rounds of the FIM World Enduro Championship (formerly the European Enduro Championship), Husqvarna and Husaberg are leading every class (there is no relationship between the two. Husaberg is the name of a pair of four-stroke motorcycles currently made in Sweden, and Husqvarna motorcycles are made in Italy by Cagiva Corse).

Paul Edmondson is leading the 125 class on a Husky, Kari Tiainen is leading the 250cc class on a Husky, and Jonsson is winning the 500cc class, once again, on a Husky. Husabergs are leading both the four-stroke classes, with Andersson's Husqvarna 610 a few points behind in the 500cc Four-Stroke class. It seems that in Europe the Husky machines are not suffering from the identity problem they are here in the States.

In other Husky news, Danny LaPorte has joined the Husky team in Europe. Danny will be competing in selected international events, primarily the Paris-Dakar rally. He'll also be riding in various African rallies and possibly some selected U.S. events...as a matter of fact, he recently competed in the International 12-Hour Enduro in Legnano, Italy, and finished third overall, behind Edi Orioli and Kari Tiainen—you guessed it, all on Huskys.



Husky's Fred Hoess.

(Mike Snyder)

Finally, Husky USA has Fred Hoess riding for them these days, and Fast Freddie has been bringing fame to the Husky name here by winning the Open class at the Tulsa ISDE Qualifier and the Michigan Qualifier. Fred was competing in Michigan with a leg full of ligament damage suffered when he was intentionally crashed by a bonehead in the Pine Barons enduro. We don't want to sound like a bunch of Husky flag-wavers here, but it sounds like Husqvarna is

well and truly back into it. If you haven't looked at their bikes lately, you should.



MAGICAL MYSTERY TOUR

Hold the presses! Late news just came in on the AMA tour to the ISDE this year. Peoples Travel Service in Columbus, Ohio, is handling the booking for the tour, and it will probably be a humdinger of a trip. The details are sketchy right now, but the dates for the trip are between August 26th and September 9, 1991, and you'll get to travel to Povaska Bystrica, Czechoslovakia, through Vienna, Austria. Two people will share a rental car as well as a room, breakfast included every day in Czecho. 12 nights of hotel accommodations, 13 days of car rental, will set you back \$674 per person...which is mighty cheap for Europe. You will have to fend for yourself one night in Austria, and dinner or lunch is not included because the Czecho organization couldn't agree on a set price. Air fare from New York is \$854.52 per person.

We were there in 1982, and are trying our darndest to rustle up the support to go back this year. It's an unbelievably beautiful country, and it should be relatively economical, since the currency exchange rate still favors the good old U.S. dollar...so far. And, since you get to spectate and help with American support at the ISDE, the Ultimate Off-Road Experience, you are guaranteed to have a great time.

If you're interested, call immediately for a brochure or booking information, since there's not as much time left as you may think. Contact Sue Blackburn at People's Travel, at (800)336-7662, and tell her that you heard about it in *Trail Rider*.

EQUAL TIME

After the Husky piece above, we were mulling over the results for the Loretta Lynn AMA/GNCC hare scrambles appearing in this issue and saw that a significant number of ATKs had made it into the winner's circle there. Ron Naylor finished second overall on an ATK, and the Open class saw the top three places being won by ATK—Scott Martin, Ron Palermo, and Kenneth Johnson. Interesting. Interesting also is that the

GNCC results list both Husky finishers and Husaberg finishers as riding "HUS" bikes. Could be either. Seems like a new standard is needed here, so we're going to call Husabergs "Hbg" to allay confusion. It's an ugly abbreviation, but what the heck; at least you'll know what we mean.

NEW TRADE SHOW

Announced earlier this spring, a new major trade show may be added to the motorcycle industry's already active calendar. Lewis Communications, headed by Jim Lewis, formerly of MS Racing Inc., will be producing the first pre-season buying show. Rather than occurring late in the winter, like Cincinnati, the Action Motorsports Trade Show will be coming off on October 6, 7, and 8 at the Commonwealth Convention Center in Louisville, Kentucky. We can't prove there's no relation, but you can contact Jim for more information at (714)680-4486.

DON'T SUPPORT THE ANTIS

"Antis" are people who are against our sport. Like "anti-dirt bike" or "anti-Jet Ski" or "anti-mountain bike" or "anti-fun," which is the best way to describe most of these hemorrhoids. The latest motorcycling-oriented subject to be attacked by the antis is the National Recreational Trails Fund Act, a piece of legislation constructed to provide needed funding for multiple-use (read: hiking, biking, horsing and motorcycling) trail maintenance across the country. We've been besieged by faxes from the Blue Ribbon Coalition concerning the progress of the bill, and the latest faxes contained a couple of hate letters from the bill from prominent groups.

It's no surprise that the American Hiking Society and the Wilderness Coalition and the Sierra Club are against the bill, since they're opposed to sharing trails with anybody, including unfortunate disabled people confined to wheelchairs. One interesting opponent to the NRTFA, known as S-400, is REI, Recreation Equipment Incorporated, a nation-wide retailer of outdoor camping equipment, who also sell mountain-bikes and accessories. We know this because they had the unfortunate luck to send us a catalog and remind us. In the letter we read, the Public Affairs Manager of REI whined that S-400 was designed to upgrade trail "so they will be suitable for motorized users," and that "Hikers will not be well-served by this legislation."

She takes to task the funding split proposed in the bill, that 30 percent of funds goes to non-motorized use, 40 percent to "shared cor-

ridors," and 30 percent to ORV trails. "This clearly would mean only 30 percent to hikers..." she went on to complain.

What will it take to make them see the light? There are only a handful of hikers left in the outdoor world; there are many more mountain bikers and ORV people, in one form or the other. To restrict wheeled-vehicle access to only limited areas will only promote more rapid environmental damage from overcrowding, while a small handful of hikers wax their walking sticks and smugly covet "their" trails. It's 1991 folks; get on the band wagon or get out of the way.

In the mean time, you can do like I've done and trash that REI catalog, if you have one; and even better, write them a letter telling them why

you won't be spending any money with them any more. And make sure every government official in your area knows you want them to support S-400, the National Recreational Trails Fund Act.

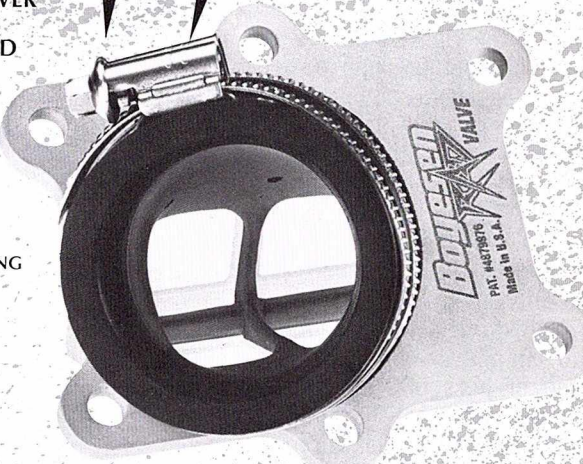
PROMOTION GOOF


Boy did we mess up. Last month we answered a reader's letter, telling him that he could move up to the "B" enduro class from "C" just by entering in that class. Wrong! You can elect to move up from B to A, but not from C to B. The AMA or your local racing organization will determine when you've accumulated enough points to move to B. Thanks to Charlie Stapleford for straightening us out. □

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NETRA ANNUAL MEETING AND TRAILRIDE

By this time we don't care what the weather is outside!

By Steve Tower

Plympton, MA 3/24

Riding in March is always a risk, rain and cold temperatures can often send even the most hardy riders packing before they get out the door. Fortunately, the weather helped to determine the success of this year's NETRA annual meeting/trail ride.

The threat of rain and cooler temperatures left the trail ride looking like another Chilly Chili turkey run. Many riders who typically are not involved in any club and belong to NETRA for the sole purpose of riding NETRA events stayed at home.

The Pilgrim Sands Trail Riders hosted this year's event at the Upland Sports Club in Plympton, Mass; an excellent location because it is only twenty minutes from my house. Actually the facilities at the club were just right for the day's program. A large covered patio area allowed some local dealers to show off all the latest machines. Stop drooling, guys!

Inside the Upland Club there was plenty of room for clubs to show off their promotional items and plenty of room for the meeting to take place. For those of you who don't know, the Upland Club is the location of the Chilly Chili turkey run. This Annual Meeting/Trail Ride utilized many of the Chilly Chili trails, and some are definitely great trails for riding, especially in the early spring.

The Pilgrim Sands Club also had a father and son ride at a local sand pit for young riders or those folks who showed up with unregistered bikes. This turned out to be a big success for both Pilgrim Sands and NETRA. Not only did it give newcomers to

the sport a chance to ride legally, but it also sent a message to the rider who always show up on unregistered motocross bikes thinking that they can take the risk of not getting caught. As we all know, that's not the case. The people who suffer are the club members and riders who make the effort to be legal.



(Pete Ziobro photo)

The riding was great, and the rain didn't start until just about the time the last rider came in. The rain had been pounding southeastern Massachusetts for a week prior to the event, making for a great swill section at the end. Swill is such a beautiful thing; I mean, what ride (or story of mine) would be complete without a great swill section? Just the thought of swill brings memories of riders paddling and panting through it with a complete disregard toward the treatment of their bikes.

Attendance at the NETRA meeting was a bit disappointing compared to the atten-

dance at the trail ride. The NETRA annual meeting is the perfect opportunity to exchange information and ideas with other clubs, other riders and, more importantly, with the board of Directors who make decisions that affect all members.

NETRA President Tim Chaffee presided over the meeting. The nominating committee presented their candidates for NETRA board membership; usually a warm body will do fine. All candidates were accepted. Election of NETRA officials was next. I'm not sure of the results, but I think everything is staying about the same up in the "front row."

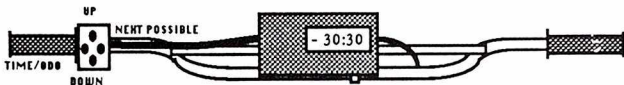
After the formalities the meeting was opened for topics and discussion. One of the key issues was laws and liability surrounding NETRA events. The discussion ended with the idea that a possible package be put together addressing the laws and liabilities in each state. This should help event organizers and trail bosses in the painstaking process of hosting an event.

Thanks go out to the following dealers for their participation:

Wareham Suzuki
South Shore Kawasaki
Morel's Husqvarna
Cliff's Cycle
Bettencourt's Honda
Brockton Cycle

And a special thanks to Ken Crane and his group of Pilgrim Sands Trial Riders. Everything went off without a hitch. If they are interested, I would cast my vote for the same location/same club next year.

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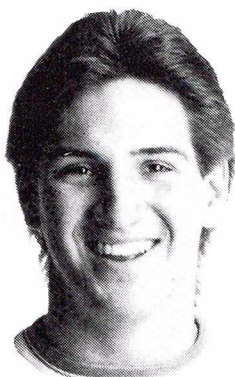
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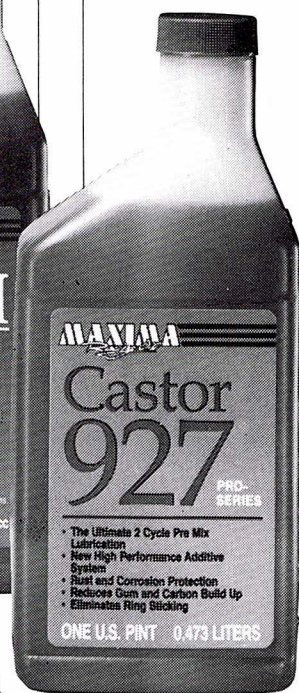
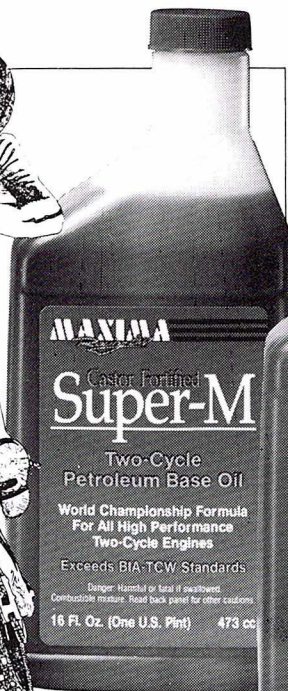
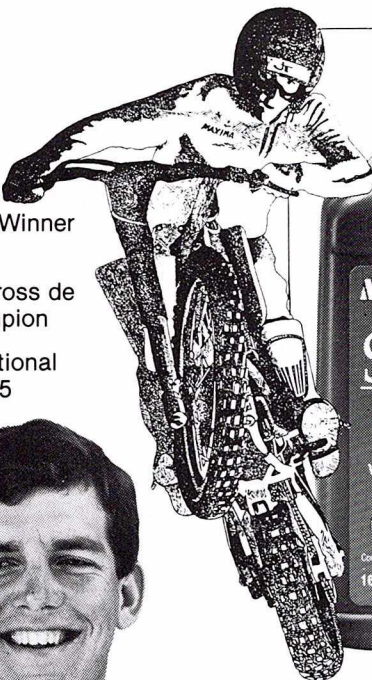


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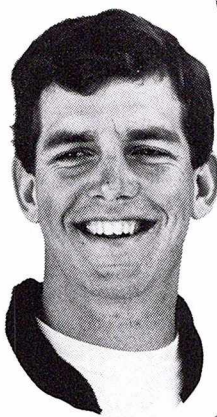


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1991 XR250L Project

Making Honda's dual sport bike into a more serious woods machine

By Rick Ramsey, Mavrick Productions

So you just bought a brand new 1991 XR250L. Have you noticed how heavy it is? Have you noticed that it doesn't have much punch? Are you afraid to ride hard trails with it because the tires won't make it? Well all of these thoughts have occurred to me, too. And I did something about it.

My objective was to remove as many parts as I could from the XR-L and still keep it street legal. My friend Gordo wanted to turn his XR-L into an XR with shorter suspension that he could occasionally ride on the street. We both got what we wanted.

My bike weighs 23 pounds less than when I started and has DOT approved tires that can be used on the street and off-road with some confidence. Gordo's bike weighs about the same as mine and has knobbies on it. Gordo uses his bike in the desert, and come spring, will ride it in the woods. He doesn't plan to do much street riding, but he's legal in most areas and can ride on the street if he needs.

The following pages describe in detail how we modified our bikes. Many parts from the XR250R ('86-'91) will fit the XR-L. These parts are sometimes lighter or give better performance than the XR-L parts. We used standard XR parts whenever we could.

Working only on weeknights, we each took less than a month to do all the work. We rode on the weekends to check our work. The biggest time delay was waiting for parts to be delivered.

Cost is not mentioned much, but rest assured, neither of these project bikes was cheap. Gordo had a NASA budget, while I had a Kitty Hawk budget, so sometimes I didn't spend as much on mods as Gordo did.

Gordo and I have "49-state" model bikes. We don't have an over-aggressive DMV in

our state, and we can get by on a lot less than people in other states. If you think that some of the things we've done might not get by your DMV, then don't make the changes. There are more than enough things to do legally. If you are making a pure off-road bike, then have at it.

Carburetor and Jetting



The Honda XR250L is a good dual sport bike hampered somewhat by its small engine. Rick wanted more from the XR250L, essentially he wanted a street-legal dirt bike, and as you will see from this treatise, that's what he wound up with.

The accelerator pump carb on the XR-L has potential. Unlike the XR, which has a non-pumper carb, the XR-L with its pumper carb can be jetted to get rid of that nasty four-stroke hesitation on the bottom and give good power on top too.

The bike is jetted too lean. If you do any of the intake or exhaust mods, then it will be way too lean. Install a 125 main and a 40 pilot as a start (sea level jetting). While you have the float bowl off, remove the pilot adjusting screw. Be careful with the spring, metal washer, and o-ring. Heat the end with the small ear on it, and the ear will fall off. Reinstall the screw before re-mounting the float bowl.

The XR needle doesn't work very well in the XR-L carb, but we did not test it much to figure out why. The XR250R and XR-L carb bodies are nearly identical. The complete XR-L carb was derived by drilling out

the extra channels that were already cast into the standard XR body. Extra hoses were added, and a different float bowl, choke mechanism, and jets were used.

If you want to replace the XR-L carb, get a "take off" carb from XR's Only for about \$25. (XR's Only takes parts off of XR250Rs before they mount special hop-up parts. These "take off" parts are sold at very reasonable prices.) The XR carb is a perfect fit because the carb bodies are identical. You will have to use the choke lever on the XR carb body and discard the XR-L choke cable.

Exhaust System

The XR-L exhaust is somewhat restricted. The exhaust header from an XR is about 3 mm larger in diameter, and will bolt right up to the engine. Gordo and I both installed XR headers. However, the tail piece/muffler will not mate with the header because the diameters are different. You have the following two choices.

First, you can opt for an aftermarket muffler like a Super Trapp, Cobra, or White Brothers Megalloy Exhaust Kit.

Second, you can mount a muffler from a '90 or '91 XR250R. These models have rear disc brakes like the XR-L, and their mufflers have a cutout to clear the disc brake when the suspension is compressed. Honda sells the tail piece/muffler for over \$200. Sometimes XR's Only has "take off" mufflers for about \$40, but be sure to get the '90 or '91 muffler.

If you use the Honda muffler, you may want to change to a large diameter muffler insert from an '85 XR350R. Alternatively, you can use the insert in the XR-L muffler by grinding off the weld. Good luck, the weld is plenty deep.

I installed a '90 XR250R muffler with the large diameter insert that I removed from my now-ruined XR-L muffler. My bike seems peppier and revs out better than it used to, and it's still plenty quiet. I can

install a small diameter insert to make it even quieter. The XR muffler is about 1.5" shorter and one pound lighter than the XR-L muffler.

Gordo installed a Super Trapp Racing series muffler with 8 discs, and it was very noisy. He had an insert made to fit inside the hollow middle of the Super Trapp. This insert adds another layer of fiberglass insulation and quiets the bike considerably, but his bike is still noisier than mine. Gordo talked to the guys at Super Trapp, and they told him they were planning to make a Street/Trail Series muffler for the XR-L. This version will be the 4" steel muffler with integral S bend like they make for earlier model XRs.

Air Box

The inlet air tract is too restrictive.

Remove the inlet air duct by drilling out the two pop-rivets that fasten it to the top of the air box. These pop-rivets will be difficult to drill out unless you can keep them from turning. Grind them off if necessary but keep the air box from melting by applying water to the rivets as you grind.

Remove the internal metal brace by drilling out the pop-rivets on each end of the brace. Grind the middle off at the welds and leave the metal plate mounted in the air box, so you don't have to mess with holes in the back of the air box. Don't let the plastic melt; apply water during drilling and grinding operations.

Replace the stock air filter with a K&N air filter. You can use the large capacity air filter for the XR600R, if you remove the metal brace from the air box. The larger filter is a tight fit and the stay arm must be bent a little, but it works.

Remove the breather canister from where it is mounted on the left side of the frame by the shock reservoir. Remove the mounting tab from the frame. Disconnect all hoses from the canister. Remove the



Rick's finished bike looks more like an XR than a dual sport bike. In your part of the world, you may have to keep the turn signals, but most of the modifications shouldn't alter your legality. Check with your DMV.

hose from the crankcase vent tube and install a K&N crankcase vent filter directly on the crankcase vent tube. Remove the hose from the left front of the air box and plug both ends of the plastic tube with shoe goo. Remove the hose from the bottom of the air box and replace it with an XR air box drain valve.

Gas Tank

The stock tank is steel and will dent permanently if you fall on it very hard. IMS and Clarke make replacement plastic tanks.

The IMS tank holds 3.5 gallons and comes in white or XR flash red (orange looking). The red/orange tank is semi-transparent and is exactly the same color as the seat and red/orange XR fenders. The tank mounts on the stock donuts at the front and has a trick metal bracket at the rear. You use the stock petcock.

IMS provides a plastic non-locking gas cap (unlike the Honda 49-state metal locking gas cap). The tank does not feel any wider than the stock tank; most of the extra capacity is obtained by drooping the front and raising the top. The upper triple clamps just kiss the tank at full lock. I'm very happy with the IMS tank.

Clarke says they will use their 4.5 gallon XR tank with new mounting hardware for the XR-L.

Battery

I wanted to remove the battery because it was heavy and would make me fall down a lot. As it turned out, the entire battery box and battery weighed only 4.5 pounds, but I removed them anyway. I replaced the battery with a capacitor from Radio Shack (part # 272-1022). The lights and horn still work perfectly. The lights don't dim when the bike is idling or when you blow

the horn. I'm happy. Thanks to Mark Lawrence of Nevada City, CA, for the capacitor information.

Disconnect the wires from the battery and straighten the battery connectors.

Dismount the fuse block and remove the wiring and fuse block from the battery case. You may want to wrap tape around the fuses and the fuse block or make a small case to hold the entire fuse block.

Remove the battery case from the frame.

Unwrap a few inches of tape from the wiring harness and remove the rubber battery box seal.

Position the red and green wires that were connected to the battery along the capacitor body, running in opposite directions. The red wire goes to the positive end of the capacitor (indented ridge); the green wire goes to the negative end. Tape both

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wires to the capacitor to prevent strain from breaking the leads after they are soldered. Install heat-shrink tubing on all exposed wire. Run the ends of the capacitor leads through the straightened battery connectors and bend them around the connectors before soldering. Solder the leads and heat all the heat-shrink tubing.

Cover the fuse block and capacitor assembly with a piece of bicycle inner tube.

While you're in the vicinity, remove the kickstand switch and guard, and disconnect and remove the kickstand switch wiring harness. Carefully push the three pins out of the plastic connector that is part of the main wiring harness. Install heat-shrink tubing on the yellow/black lead. Solder the green and green/white leads together, cover with insulating tape, and wrap all three leads with the main wiring

harness.

Remove the wiring harness from the frame all the way forward to the junction in front of the air box and re-route the harness forward under the gas tank. Be careful not to cut any wires or bend the harness too sharply. Zip-tie the fuse block and capacitor assembly to the frame.

After I installed the capacitor, I noticed that my XR-L would no longer start on the first kick. When I checked the spark plug, I found that I only got a spark about every 4 or 5 kicks. I think the capacitor and the electrical accessories are using all the electricity and not leaving any for the ignition circuit. Once the capacitor charges up, there is enough electricity for the ignition circuit, and the bike starts. It takes about 4 or 5 quick kicks to charge the capacitor.

One solution is to remove the headlight

from the circuit during starting, so the capacitor will charge quicker, and the ignition circuit will work. On some street motorcycles, a voltage or current clamping device is used to keep the headlight off until the bike is running. An easier solution is to install a toggle switch on the low beam headlight circuit. You manually turn the switch off for starting and then turn it on when you want a low beam. Cut the low beam wire where it leaves the back of the bulb wiring and re-route it to the toggle switch. I mounted a miniature toggle switch right on the main light switch housing and re-routed the low beam wire inside the switch housing. It's a tight fit.

Sprockets

The XR-L stock gearing is too street-oriented for my taste. I wanted something more suited for the trail, so I looked into

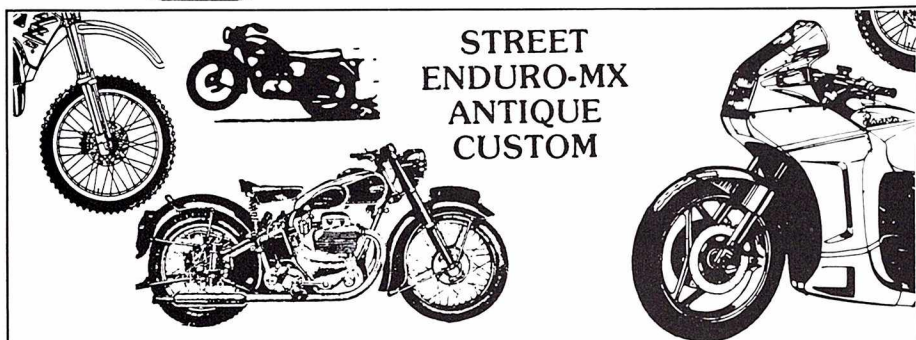
Sprocket Details

The following table shows the final drive ratios for several sprocket sizes.

		Rear Sprocket								
		40	41	42	43	44	45	46	47	48
Front Sprocket	12	3.33	3.42	3.50	3.58	3.67	3.75	3.83	3.92	4.00
	13	3.08	3.15	3.23	3.31	3.38	3.46	3.54	3.62	3.69

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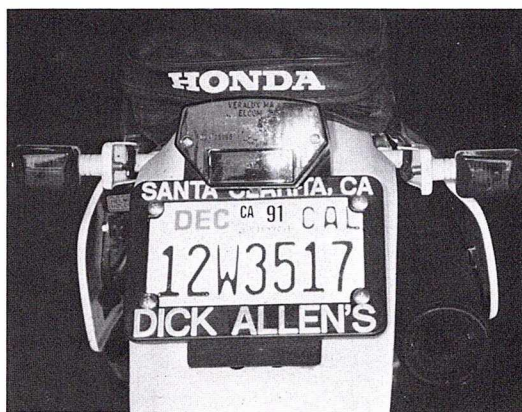
various sprocket and chain combinations. I suggest that you consider the 43, 44, or 45-tooth rear sprockets, which work with the stock chain guide. I wouldn't bother with the 41 or 42-tooth rear sprockets because the drive ratio is too close to stock to be of much benefit. The 46, 47, and 48-tooth rear sprockets are too large. Gordo opted for a 48-tooth rear sprocket and had to make a chain guide lowering block.

If you want the flexibility of changing back and forth between two final drive ratios without having to change chains, you should choose either the 43 or 45-tooth rear sprocket depending on the wheelbase and type of gearing you want. Then, to switch between street and trail gearing, you change only the front sprocket (12 to 13). I put the 43-tooth rear sprocket on my bike.

If you don't want to change the front sprocket back and forth and don't mind a fixed final drive ratio, try the 44-tooth rear sprocket. It provides a good compromise between street and trail gearing. Unfortunately, the 44-tooth rear sprocket does not allow you to switch the front sprocket back and forth while staying with the same length chain.

Note that the XR-L has the same transmission gear ratios as the XR250R for 1st

through 3rd gears. The ratios for 4th through 6th gears are slightly higher (numerically smaller), so the XR-L is better suited to street riding regardless of the



Gregg's bike uses this trick Acerbis taillight and Lockhart turn signals.

final drive ratios. If you choose the 44/12 combination, which is almost stock XR250R final drive ratio, you'll still have higher overall drive ratios in the upper three gears than an XR250R.

The rear sprocket has the same wheel-hub hole and bolt mounting locations as the '87 XL250. However, because the XR-L has a cushion drive hub, the sprocket is machined one millimeter deep on the in-

side surface out to a diameter of 172 mm to compensate for the cushion drive offset. Sprocket Specialists is the only company making XR-L rear sprockets at this time. You can get their sprockets through XR's Only or through your local dealer.

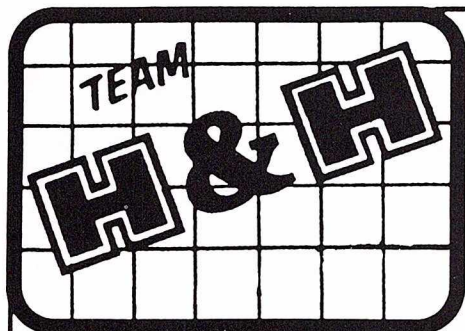
The front sprocket has the same size splines as the '88 through '91 XRs ('86 and '87 are not the same). Although the stock size for the XR and XR-L is 13-tooth, several manufacturers make 12-tooth sprockets for the XR, and they will fit the XR-L.

Tires

I wanted some tires that were better in the dirt than the stock Yokohamas. Everyone I talked to raved about the Gran Sport GS-10 6-ply tires. I installed a 3.25-21 and a 4.60-18 with heavy-duty tubes and rim locks. Gordo opted for full knobbies and installed Pirelli Sand Cross 3.00-21 and 4.25-18 tires and heavy duty tubes.

Tail Light Assembly

I installed an EMGO tail light assembly in place of the stock assembly, which allowed me to remove the brace under the rear fender and save a lot of weight. I didn't use the supplied large rubber pad for the license plate; instead, I bolted the license plate directly to the rear fender. You'll need an extra nut and washer for the tool bag



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mount. I left the turn signals off.

The EMGO wiring harness is not long enough, and the ends don't match the XR-L harness. Cut and solder or use crimp hardware. Gregg installed an Acerbis taillight. It's bigger than the EMGO but much smaller than the stocker. Gregg also installed Lockhart turn signals, which are very small, have short hard plastic mounting stalks, and fit on the stock brackets.

Use shorter seat mounting bolts (8x12 mm) and shorter fender side mounting bolts (6x40 mm) to compensate for the reduced thickness due to the missing fender brace.

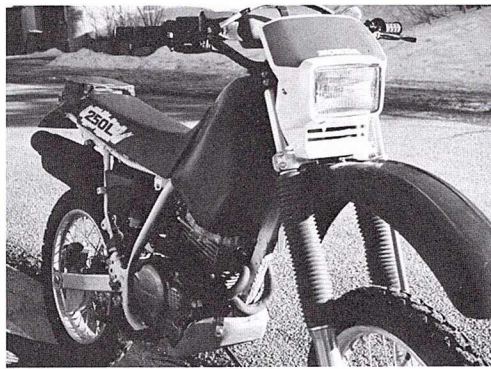
I removed the rear-brake switch bracket and zip-tied the switch to the frame, which gets the switch out of the way of my boot. I drilled a zip-tie hole just behind the frame tube and between the rear brake mounting lug and lower passenger peg bracket bolt hole; it's in the perfect spot to hold the switch. Be careful when you drill because the brake line is behind the lug.

For added protection, I fabricated a small plastic cover that mounts via a bolt in the lower passenger peg bracket bolt hole. Gordo made an aluminum cover.

Spark Plug Resistor

Remove the resistor in the spark plug cap

and replace it with a brass or copper rod of the same size. I got this bit of information out of the September '83 issue of Cycle World.



An engineer buddy told me that brass and copper oxidize at high temperatures, and after four years of use my brass rod was black and tested to have very high surface resistance. The new advice from my engineer buddy is to use stainless steel. I used a cut-to-fit #10-24 stainless steel bolt in both the XR and XR-L.

Weight Reduction

In the interest of reducing weight, Gordo and I scoured every inch of the bike, looking for extraneous parts to remove.

Remove the turn signals and reflectors. Remove the turn signal relay and rubber

mount. Disassemble the turn signal switch and remove the little turn signal lever. Cover the opening in the switch.

Remove the seat strap and grind off the captive nut brackets.

Remove the engine run switch. You can use the ignition key to stop the engine. After disconnecting the switch wires, connect the remaining male and female ends on the main harness together.

Remove the push throttle cable. You have to readjust the pull cable quite a lot (I can't figure out exactly why).

Remove the helmet lock bracket and be careful that you don't grind into the frame tube too deep. In lieu of the lock and cable, I installed a metal grommet on the flap of the tool pouch and a small Master lock to keep out curious fingers.

Remove the passenger pegs and brackets if you don't plan to carry passengers.

Remove the heat shield on the exhaust header.

Cut out the upper and lower indented areas on the plastic front sprocket cover to allow mud to get out easier.

Remove the kick-start-activated compression release cable. As I discovered on my XR, it's easier to find top dead center and start the bike with this cable removed. I was always pushing past TDC because there wasn't enough compression resis-

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tance to my heavy foot. Remove all the little brackets that hold the cable. Gordo did all that and more. He removed the pivot arm that pushes on the exhaust valve from the valve cover. He plugged the hole with a high temperature rubber plug and covered the outside with gray epoxy, so it would look nice.

Someday when I have the right-side engine cover off, I'll take off the extra junk on the kick start shaft that activates the lower compression release pivot arm.

I removed the small brake-light switch mounted on the front brake lever assembly because I use the front brake a lot and don't want to distract people riding behind me (heh heh heh).

Altogether, I removed 23 pounds as follows:

miscellaneous parts	15.0
battery and case 4.5	
exhaust trade	1.0
gas tank trade	1.5
number plates	1.0

My XR-L weighs only 4 pounds more than my similarly stripped '86 XR250R.

Suspension

Gregg and I have experimented with the front forks. We left the stock oil in and tried for an easy solution to the softness and brake diving. We removed the upper 3 3/8"

spring from each fork and replaced it with: 3" pvc tube, which gives a firm ride with very little diving (me).

1.5" ATK spring and 1.5" pvc tube, which gives a medium ride and some diving (Gregg).

In the rear, we stuck with the stock spring with 85-95 mm of sag, 6-9 clicks clockwise from full soft for the compression damping, and the number 1 setting for the rebound damping. We each weigh about 180 pounds nekid. Neither of us rides our XR-Ls too aggressively; we have other bikes for that.

For more aggressive riders, XR's Only sells Progressive Suspension fork and shock springs that are stiffer than stock.

Summary

How did the bikes turn out? In a word, great. Both Gordo and I find our XR-Ls to be great fun. Did we miss anything? No doubt. Now you can have fun trying to find your own things to change and/or remove.

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BOYESEN'S RAD VALVE

Seeing them made and trying it out; a study in perfection

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Everyone who has ever worked with or met Eyvind Boyesen can agree on one thing: he is a perfectionist. When someone in Eyvind's business builds something, it has to fit, it has to perform, and it has to satisfy the customers. If a product doesn't meet this basic criteria, it simply doesn't get made. You may say that this is a very odd way to run a business, especially con-

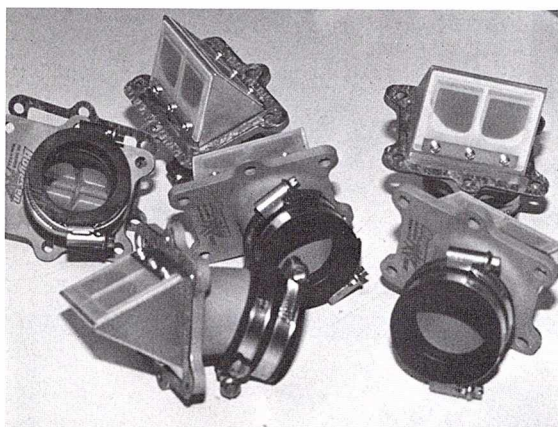
sidering the present economic situation, but Eyvind Boyesen is committed to quality. When you buy something with his name on it, he knows you're not buying junk.

The Rad Valve is a prime example of this commitment. We first became familiar with the Rad Valve concept more than two years ago, when Boyesen first started trying to manufacture them. His plan was to have the bodies of the valves rough-cast by an outside contractor, and then to do the finish machining at the Boyesen facility in Krumsville, PA. The first set of sample castings were sent back. There were air bubbles here and there, and that was no good. The second set of samples met a similar fate, and when they finally ordered a limited run of rough castings, the whole lot were eventually tipped into a dumpster.

The quality of the casting job simply wasn't good enough. Eyvind was beside himself—he's got one of the hottest performance breakthroughs in the indus-

try, and he can't get it produced to his satisfaction. He knew the Rad Valve was going to be expensive. The finish machining would be very complex and costly, and how could he justify selling an expensive part with air bubbles and casting flaws in it?

There was only one solution: buy all the casting equipment and learn how to do it in-house. And that's what he did. One unused wing of Boyesen's unassuming facility in this little farming town now contains one of the most sophisticated lost-wax



The object of desire. We had no idea that construction of something so basically simple was so very complex. A lot of work goes into it.



Starting line: exact replica wax models of the Rad Valve are prepared for the next step in the casting process.

BUILDING A RAD RMX

By Hank Stankiewicz

After last week I have to say that having the use of a factory mechanic is darn near a religious experience. For the first time in my career, I had the loan of two mechanics, Fred Vertucci and Keith Hoover, of Boyesen Engineering for the entire day. My charge was to evaluate what, if anything, the Rad Valve did—no pressure, no brainwashing and no preconceived notions or hints from either of them. Their job was simply to make any modifications I wanted as I tried to determine

the pros and cons of the Rad Valve. Now I know how Stanton, Johnson, Ward and Bradshaw must feel when working with their mechanics. It is a great feeling and both of these



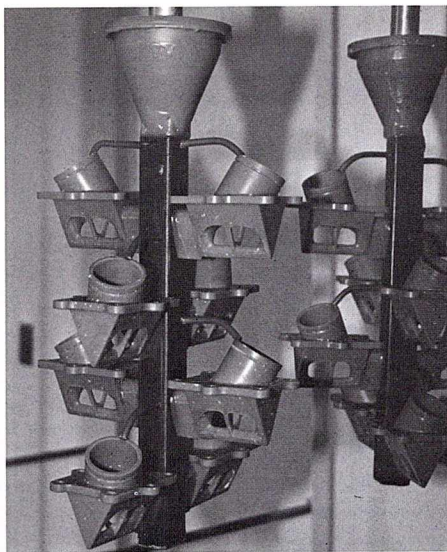
Testing on the Boyesen track.

guys were terrific. Thanks guys!

Getting down to the nitty gritty, let me tell you that the Rad Valve works. It just flat works...no muss, no fuss. We took two stock RMX Suzukis, an '89 and a '91 (with the performance kits installed), and went about testing them. The performance kit comes free with the '91 RMX and consists of an RM head gasket, carb top, jetting and an RM pipe and silencer. The only change from this kit on the test bikes was the use of a spark arrestor on both bikes and the removal of the power valve limiters. An Answer Sneaker was used on the

'91 and an Answer SA/Pro on the '89.

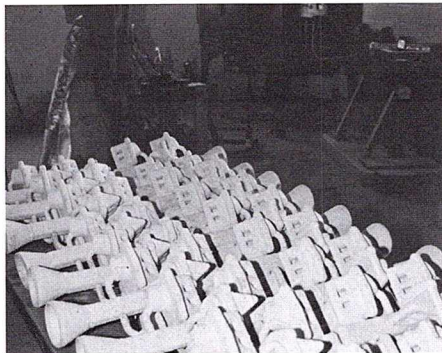
We felt that these were race bikes and most people would perform the factory performance mods before seriously competing on them. Scott Wolfersberger and I rode the stock bikes for about 20 minutes on the test course to get the feel of them. We took notes as to how they responded in simulated race conditions. We noted that both bikes were weak off the bottom (the '91 was quite a bit stronger due to its two-stage power valve), both had a definite hit in the mid range and a decent top end rush.



"Trees" of wax Rad Valves await the mold-making process.

investment casting lines in the northeast. The process is fascinating to witness. First, an exact wax replica of the Rad Valve basic casting is molded and stuck to a "tree" with seven of its brothers. Next, the wax "tree" is dipped in a vat of plaster-like ceramic slurry, and then into fluidized sand—a total of about six times, with four hours drying time between each coat.

When this ceramic casting mold is fin-



The wax models have been melted out of these finished ceramic molds. The next step is the kiln, then the pouring of the aluminum.

ished, it's placed in an autoclave to steam out all the wax, and then transferred into an oven for two hours of baking at 1600 degrees. Towards the end of the baking time the cast is pulled out and poured with Tenzaloy 713.1 aluminum alloy. When the casting is cooled the ceramic mold is broken off and the metal is sand-blasted clean, and then they are inspected for defects. Rejects are melted down for the next pouring.

From there, the rough valves go in to be finished. The drilling and finish machining is done on a Mazak

The first modification that we made was the installation of the Rad Valve. No other modifications were made as we resumed testing on the course. With just the Rad Valve installed we saw a significant change in the '91 and almost no discernible change in the '89. The '91 saw a good increase in bottom end power, the hit in the middle somewhat disappeared and the top end rush was terrific. In my opinion the Rad Valve added power everywhere, especially from quarter throttle on up. The smoothed-out midrange was the most notable, and welcome.

We brought the '89 back in, rejettied it, and it too saw a significant increase, although not as much as the '91. The '91 seems to have more motor than the '89.

We then rejettied the 91 (leaner main, richer pilot) and it improved even more.



Fred and Keith on tune patrol.

Fred spun a few more wrenches, fine tuned them both a little more and the performance was increased significantly over the stock bikes. If you get weak in the knees when

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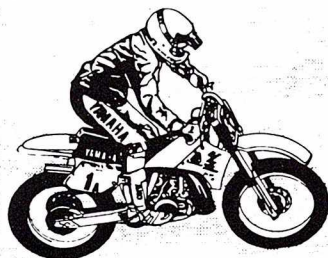
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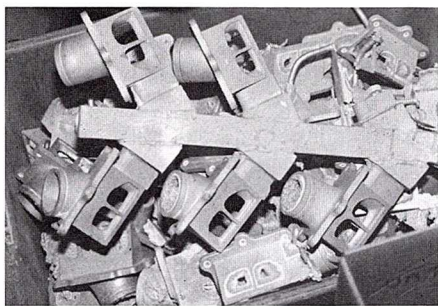
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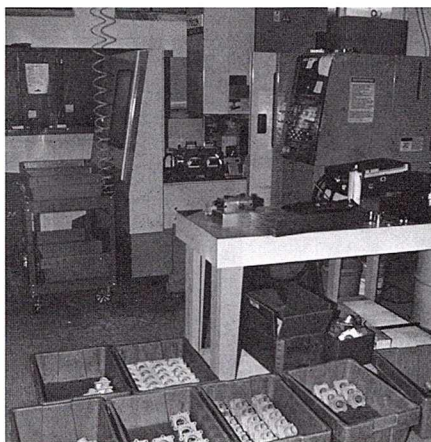
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VQC 15/40 CNC machining center, and this piece of computerized wonder can finish up eight Rad Valves in 40 minutes. Next, they're hand detailed, assembled and packaged for shipping.

Quickly describing the process like this makes it seem like a simple, easy process, but once you've seen it happen you can



From top left: A bin of rejects attests to the constant quality control; finished machining ala Mazak computerized machining center; final inspection and assembly in the shop.

appreciate how much work goes into that \$140 Rad Valve...and you wonder how they can make any money at all. But money must not be the object. "See this?" one of the Boyesen employees said to us, holding up a Rad Valve casting with a tiny, pin-head-sized air bubble showing in a machined surface on an almost-finished valve. "That's trash. Eyvind won't sell anything that looks like that, even though you and I know it'll work." And with that, he


someone mentions changing the jetting in your bike, don't fret. Boyesen Engineering includes suggested guidelines on jetting for each model of Rad Valve. You get specific information on what jets to try, where to set the air screw and what pilot will work best. If you still feel uncomfortable, you can call 1-800-441-1177 for help.

What exactly can you expect from the installation of the Rad Valve?

On the '89 RMX you can expect a good power gain, however you will have to work on rejetting the carb. Unfortunately, the '89 does not have the two stage power valve, so the bottom end power will be weaker than the '91. Set the power valve spring two turns in from full soft.

The '91 RMX seemed to benefit more from the modification. This is probably because Boyesen's RMX valve was designed on the '91 engine, and minute differences between the new machine and the older ones would affect the efficiency of the valve. But on the '91, the Rad Valve increased the power everywhere, with no loss anywhere in the

tossed it into a recycling bin and went back to inspecting the rest of the batch. 



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range.

Is the Valve worth the list price of \$139.00? I think its a good dollar per performance value that is quite easy to install. No porting or machining is necessary only a little common sense and a few basic tools.

ADVANCED FIDDLING

Once we completed our main goal we went about trying to find out if the Rad Valve worked with a few other performance products on the market. We brought with us several pipes (Pro Circuit, FMF and Dyno Port) a Keihin 38 PJ carb and a Steahly flywheel weight. John Driscoll, one of the honchos at Boyesen, mentioned that they had numerous calls asking for just this type of information. We went about systematically evaluating each of the products on the 91 RMX. The results were encouraging with all of the products and the Rad

Valve was obviously compatible with each one. The PJ carb was the first item installed and probably made the least difference. However it did improve the performance level, especially on the '89. The carb is more consistent in the way it meters fuel, especially on the pilot and needle side. Low to mid range power is crisper and jetting stays more consistent.

All of the pipes (in our opinion) produced better power then the stock RM pipe. The RM pipe gives a healthy surge from the mid range on up to top end but leaves a lot to be desired on the bottom. The Pro Circuit pipe made the most bottom end and mid range power and might even be considered violent in the way it builds horsepower. The FMF pipe increased bottom end over the RM pipe but its forte was a healthy mid to top end

rush. The Dyno Port seemed to offer the best of both worlds. Bottom end power was increased substantially over the RM pipe and the power builds strongly all through the range. It wasn't quite as strong on top end but it was the smoothest of the lot and in our opinion made the most sense for enduros and hare scrambles. We also installed a Steahly flywheel weight which is much needed for our type of riding. The weight smooths out all the new found power and substantially improves drive in all types of conditions.

What is the bottom line? I feel the ultimate combination for the '91 is a flywheel weight, the Rad Valve, a Dyno Port pipe and the Keihin carb. You can get away without the carb, but the rest is a must to get the most from your new scooter.

□

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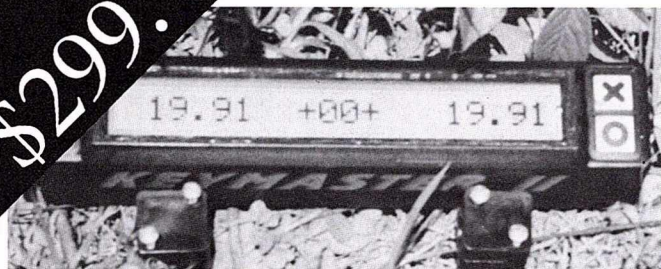
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CATRA SPRING FLING

The easiest CATRA race yet?

By Vince Vredenburg

Fishhouse, NY 4/28

It's that time of year again, Spring Fling time. The hare scramble spring training camp of distinction.

We worked hard to get the track ready for race time. New sections were put in, difficult sections removed. The track was made easier, to please some people who don't like the rough stuff. It's the easiest it has ever been and the weather was cooperating. We figured this first CATRA event was going to be a cake walk.

Saturday morning, the day before the race, CATRA members arrived at the track to put the finishing touches on the area. Bob Young (trail boss extraordinaire) led the attack patiently until darkness drove most out. Some of us camped over and had a great fire. Racers and their crews

them going again whenever they stall or get stuck. It was a good event.

We had a women's class for the first time this year. Darlene Devine and Cindy Duri-vage duked it out. It was the first race for either. Cindy got the hole shot and was amazing everyone with her speed. But a crash on some nasty roots let Darlene get by, and she hung onto the lead for the rest of the race.

All the NETRA classes



Clockwise from left: Darlene Devine tore up the course in the Women's class; kids line up for the small-person class race; getting chased by friends and relatives during the kid's race.

and two ATV classes were run. Everything went smoothly and almost on time. We did have a few protests that took time to get straightened out. That made the awards presentation late, and a few people less than happy. Sorry, guys, we did our best. Things happen.

There were two injuries. The first one was a shoulder out of joint (not a pretty sight).

Continued on page 24



were arriving all through the night. They appeared to have a good time. It would be even better on Sunday.

28 April '91, race day. It is cool and clear, a beautiful day. The temperature rises to about seventy degrees by afternoon. All is well. To me the main event of the day is the kid's race put on by Pat Magagnos. This race is for little kids, and they can ride two or four wheel machines. There are thirteen of them. Everyone gets a trophy.

The kids were thrilled. The parents had a ball, some of them running through the woods following their kids and getting



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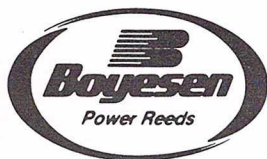


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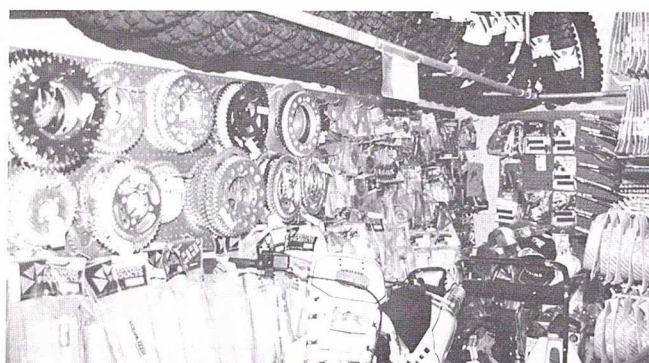
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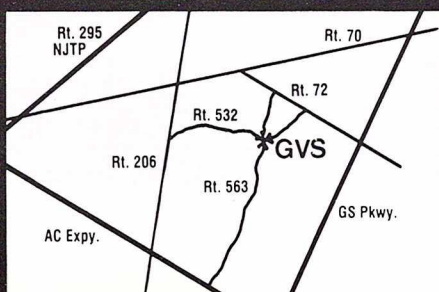
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The guy said it came out while he was riding ("it does it once in a while"). The other—a possible broken leg. They went to the hospital in the same ambulance.

"Thank you" seems so inadequate when trying to express the gratitude that I feel

for a race well done.

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flying rocks and mud is amazing.

THANK YOU to all the other people that did the many jobs necessary to make a race possible. See you at the next NETRA hare scrambles on July 21, right here at CATRA.□

CATRA Spring Fling Class Results

High Point Overall

Scott Phelps Hus

ATV sport

1. Craig O'Dell
2. Glenn Bammer
3. Kevin Gould

ATV racer

1. Mike Armstrong
2. Kurt Jackson
3. Bob Hausler

Women

1. Darlene Devine Hus
2. Cindy Durivage Kaw

Junior

1. Craig Vollkommer Suz
2. Sam Verdetto KTM
3. Jeff Crozier Hon
4. Joseph Fisher Hon

Mini

1. Todd Thompson Suz
2. Michael Watrous Kaw
3. Dennis Walsh Suz

Heritage

1. Tim Catone Suz

C 4-stroke

1. Brian Crispin Hon
2. David Devine Hon
3. Phill Hoar Hon
4. Tim Driscoll Hon
5. Phillip Steel Hus

C Senior

1. Gordon Ahl Suz
2. Steve Donbeck Hon

C Vet

1. John Dunn KTM
2. Randy Croote Hon
3. John Bristol ATK
4. David Winkle Hon
5. John Bryant KTM

C Open

1. Bob Hastings KTM
2. Ken Bugbee Hon
3. John Halford Hon
4. Scott Roberts Yam
5. John Rosier KTM

C 250

1. Don Bugbee Hon
2. Ron Strumski Yam
3. John Danaher Hon
4. Dean Dukons Suz
5. Doug Hansen Hon

C 200

1. Mike Michalenko Kaw
2. James Stoddard Kaw
3. Bryan Cryslar Kaw
4. Kevin Quick Kaw
5. Robert Archibald Kaw

C 125

1. Floyd Billington Suz
2. Mark Cook KTM
3. Bill Greenwood Kaw
4. Kevin Hubbard Kaw
5. Billy Mc Dermott Kaw

B 4-stroke

1. Rich Fasoli Suz
2. Chris Hayes Hon

B Senior

1. Rick Hesser Hon
2. William Durivage KTM
3. Gary Circosta Hus

B Vet

1. Ken Robbins Hus
2. Roger Billharz KTM
3. Glenn Dougherty KTM
4. Steve Kanya KTM
5. Marc Desrosiers Suz

B Open

1. James Kirchner Hon
2. Michael Orr Suz
3. Rod Ackley Hus

B 250

1. Jerry Reese Hon
2. P. J. Peculis Suz
3. Bob Davidson Hon
4. Russel Bain Hon
5. Richard Tovani Hon

B 200

1. Tom Travers Kaw
2. Sebby Vernali Kaw
3. Fred Goldberg Kaw

B 125

1. Craig Miller Hon
2. Lance Longo Kaw
3. Jim Winder Hon
4. Joe Benedetto Suz

A Senior

1. Alain Desrosiers Suz

A 4-stroke

1. John Hewson Hon
2. Bill Drummey KTM

A Vet

1. Phil Lemere Hon
2. Herbert Murdough Suz
3. Peter James KTM

A Open

1. Pat Moroney KTM
2. Max Parks KTM
3. Fred Towslee KTM

A 250

1. Dennis Tripp Hus
2. John McMahon Kaw
3. Cris Crispin Hon
4. Bob Simeon Hon

A 200

1. Dick Schultz Kaw

A 125

1. Nathan Martel KTM
2. Mark Mac Farlane Hus
3. Phill O'Brien Suz

Kids Class (all got trophies)

- Tim Magagnos
Danny Young
Jimmy Stoddard
Neal Lyon
Joshua Stoddard
Chris Mathieu
Danielle Mathieu
Robert Hart
Tiffany Hesser
Joshua Hesser
Bob Immel
Nicole Desrosiers
Gina Desrosiers
Mathew Rose



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OHIO MUDFIGHT

Tales of horror from McArthur

By Mike Snyder

McArthur, OH 4/14

Sloppy and muddy conditions at the Ohio round of the AMA National Enduro series were due to almost non-stop rain late Friday afternoon and all day Saturday before the event. The horrible weather forced the club to make several route changes due to flooding problems and creeks overflowing their banks. Club members were particularly disappointed as they had spent lots of time cutting new trails during the year, trails that had to be dropped from the run. Even with all the work, almost half of the

202 rider turnout didn't make it to the first check, as a muddy bank on the side of a creek not three miles out claimed most of the riders.

Suzuki of Canada's Blair Sharpless, winner of the Alligator enduro earlier this season, used the advantage of an early number to survive and claim the overall win. KTM team rider Jeff Russell finished second overall, followed by KTM team mates Mark Hyde and Alan Randt.

"I was very lucky to have an early number," said Sharpless, who rode on number five. "Basically, I only had a couple of riders and the sweep crews ahead of me after the creek ordeal. The trail was

hard to follow because there weren't any tracks, so you had to really watch your route sheet. I'm still a little surprised that I won, because I fell in the last three sections a few times and Russell made up a lot of time on me."

Factory KTM rider Jeff Russell had this to say: "An early number was definitely an advantage. When I came up on the creek bank, I couldn't believe my eyes. All I saw were bikes everywhere, most of them buried up to their gas tanks. I had to do a lot of

weaving through that, and I kept the throttle pinned all day."

Third place Mark Hyde was a surprise entry. "I'm in semi-retirement, and plan on riding just a few events this year. The conditions here are what I'm used to, since I live close by, but the early start number helped." Hyde started on number 21.

New York's Steve Hatch, who has collected an impressive set of finishes since his debut at the ISDE last year, was on hand to create more damage but wound up upside-down in a creek after trying to make up for the morning wallow. "I dropped the bike and it sucked in some



Left: New Jersey's Kevin Bennett survived for an eighth overall. Above: Bert Guerrette holding on for the finish with 170 points!



water. I got it running again, took off, and about a mile up the trail it seized solid."

Randy Hawkins was on hand, riding with a still-healing thumb that had to be pinned

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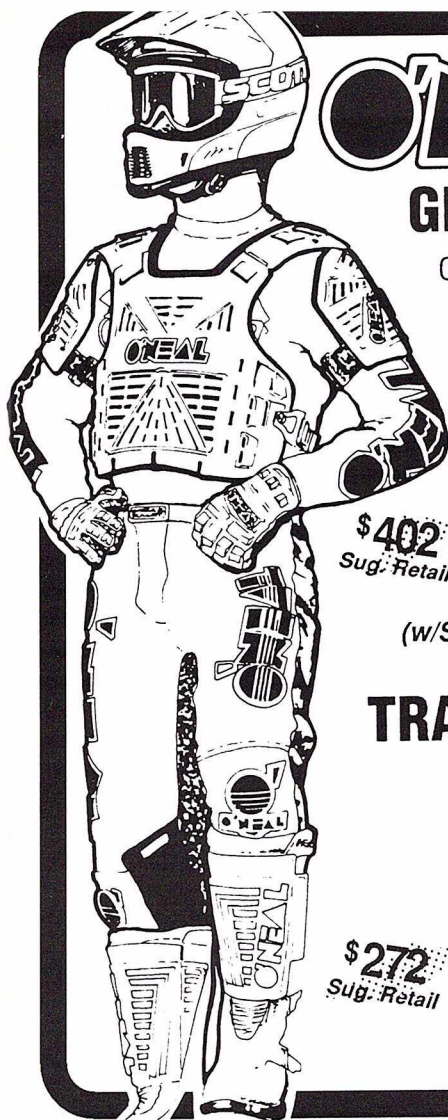
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Left: Steve Hatch was flying in Ohio, but drowned out. Right: Mark Hyde, out of retirement for High Point A.

scored from the first check, so you can imagine what kind of trouble the club had. Better luck next year!



after an early-season mishap. Hawkins was disappointed with his ride, but still managed to finish, a feat which escaped all but about 18 entrants. Kevin Hines, riding this year as one of Hawkins' team mates, was a no-show as he continued to heal from a broken pelvis.

Unfortunately, we only have the AMA referee's report results, which includes only classes scored for AMA points. We'll try to do better next time; but we will say that most of the B and C classes were

Ohio National Enduro AMA National Results

(incomplete—no B or C classes)

Blair Sharpless Suz

Grand Champion

Mark Hyde KTM

High Point A

A 200

1. Peter Ruggiero KTM

2. Scott Ely Yam

3. Vic Ely Yam

4. Douglas Rinehart KTM

5. Jeffrey Reynolds Kaw

A 250

1. Steve Gifford Hon

2. Karl Fahringer Yam

3. Tim Hart Suz

4. Roger Nichols Hon

5. Raymond Davis Suz

A Open

1. Mark Hyde KTM

2. Steven Hashman KTM

3. Rod Thurley Kaw

4. Jim Miller Hon

5. Scott Price Hon

Veteran A & B

1. Ron Rehmer Suz

2. Cliff Tenney Yam

3. Howard Moody KTM

4. Jeff Powelson KTM

5. David Lamberth Kaw

Senior A

1. Richard Havenar Hon

2. Lennie Rhodes Kaw

3. Gary Doerr Kaw

4. John Giles Yam

5. Jack Lafferty Sr. KTM

Senior B

1. David Graham Hon

2. Michael Egbert Yam

3. Steve Barber Kaw

4. Larry White Hus

5. Gerald Pearson Hus

Super Senior A & B

1. Charles Burk Hon

2. Charles Hawk Hon

3. Dave Fitzgerald Kaw

4. William Yontz Suz

5. Ronald Hawk Suz

Four Stroke A & B

1. Ken Arnold Hon

2. Kerry Clark Hon

3. Jared Green KTM

4. Brian Stobbs Suz

5. Jay Hall Hus

Women A & B

1. Sherry Graham Kaw

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The guy in this photo, for example, Tom Webb, is known for his strong opinions. And he has the credentials to back them up. He tests the hottest new bikes during the week. Then, to get away from it all, he goes racing on the weekends. He qualified and competed in the 1990 International Six Days Enduro, and he regularly runs with the AMA's top AA enduro riders in U.S. events. Not bad for a type-writer jockey.

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We just call him "Wolf."



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Spectating at Dave Coombs' GNCC/AMA National Hare Scrambles

By Lindell Siler

Hurricane Mills, TN 3/24

The weekend before Easter is special to some of us midwesterners. Spring is here and we are in the mood for some National class racing. So we load up and head for Loretta Lynn's for some great weather, fantastic hare scrambles and the year's first sunburn.

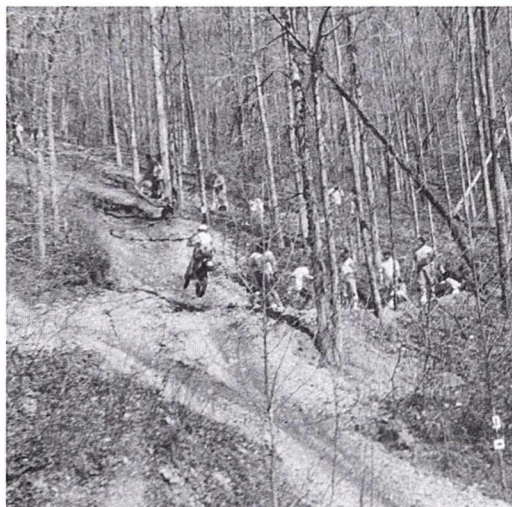
Conditions appeared to be just about perfect once again, although we didn't walk as much of the trail this year. Makes me want to kick myself for not being ready. It was good to see such a fine turnout, including some faces we don't see that much. Guy Perrot, Aaron Hough, and Dick Burleson were just a few. At the rider's meeting even Terry Cunningham said he was concentrating on scrambles

this year.

After Mr. Dave Coombs' wonderfully en-

lightening rider's meeting got everyone properly pumped, the riders headed across the road to find their row at the start. When everybody was lined out and a nicely trumpeted rendition of the National Anthem was played, the AAs charged for the woods to see what Dave had in store for them. It's got to be hard to slow these guys down much, but the Coombs clan seems to manage somehow. While the rest of the classes may not have hit the woods as hard still they seemed every bit as determined as the top guys.

As the leaders came out of the woods onto the revised European motocross/special test area, Aaron Hough



There are many lines up the gnarly hill at Loretta Lynn's, and if you run out of horsepower none of them are any good!

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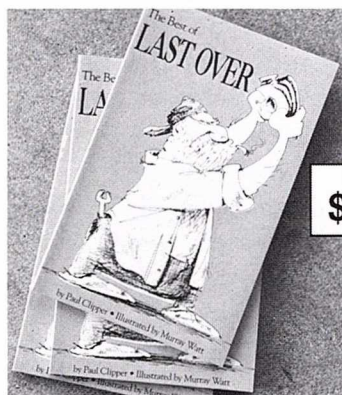
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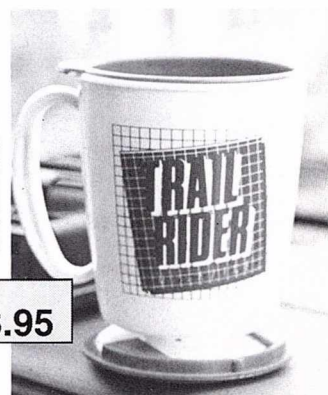
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was out front and flying. Quickly in tow came Guy Perrot and Scott Summers. The rest of the pack filtered rapidly through the barrels (how do those girls do it?) and in a few minutes the leaders had completed another lap of the nine mile course. This time Scott Summers was leading, with Hough and Jeff Russell rounding out the top three.

At this point, we left the pit area to check out some action on the rest of the course. We ended up at the gnarly hill that almost always seems to show up near the course's end. It used to be big fun on a

four-wheeler. Doesn't seem to have lost much of its character, judging from the action we saw. None of the ways up the multi-line obstacle were exactly a walk in the park, but most riders managed all right even if it took a couple of tries.

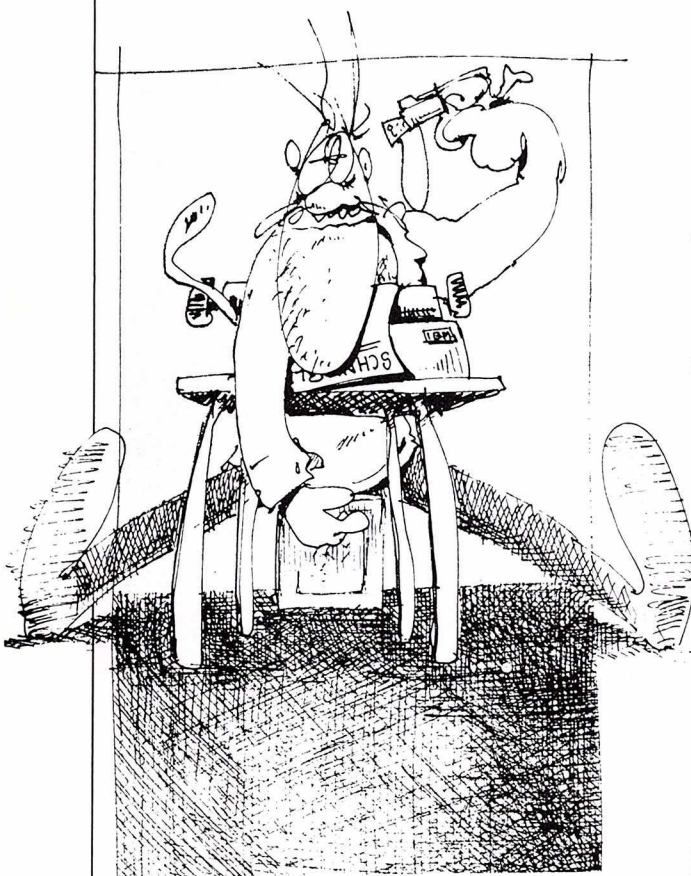
I really was surprised at the number of four-strokes. They seem to grow every race. Sure there were a lot of XR and DRs, but the exotic stuff is showing up too. We saw lots of ATK, Husky, and KTMs, and they weren't being ridden by slouches either. Can't forget those Surdyke boys on their Husabergs. That family has a lot go-

ing for it.

When we got back to the finish line the guys out front were Jeff Russell and stroker pilots Ron Naylor and Scott Summers. Jeff and Ron jockeyed for a couple laps near the end, but KTM's Russell was where he wanted to be when Mr. Lee waved the checkered flag.

The dual-National at Loretta Lynn's Ranch is always a fantastic event. This year was certainly no exception. There's good racing, good people and a whole lot more. It's one event I'd hate to miss even if it's just spectating. □

Loretta Lynn GNCC		200 A		5. Barry Howard	Hon	4. Darryl Moody	Suz	3. Steve Zdybicki	Suz
AMA National Championship		1. Thomas Norton	KTM	Senior A		5. Jeffrey Hupp	Hon	4. Dean Butler	KTM
Class Results		2. Robert Tominello	Kaw	1. Joe Lojak	Yam			5. Graham Kenan	Hus
Jeff Russell	KTM	3. Jeff Fredette	Kaw	2. Terry Mealer	Yam	200 B		Super Senior B	
Overall Champion		4. Brian Walker	KTM	3. Joseph Hull	KTM	1. Todd Morain	Hon	1. William Miller	Hon
AA		5. Chris Kussmaul	KTM	4. Wade Summers	Hon	2. Robert Stock	Kaw	2. Earnest Huffman	KTM
1. Jeff Russell	KTM	Four Stroke A		5. Gary Doerr	Kaw	3. Mickey Frantz	Hon	3. John Baker	KTM
2. Ron Naylor	ATK	1. Michael Cornett	Hon	Super Senior A		4. Andy Cregg	Kaw	4. Baynard Starr	Yam
3. Scott Summers	Hon	2. Harvey Whittaker	Hon	1. Charles Galbraith	Hus	5. Daryl Conner	Kaw	5. William Yontz	Suz
4. Tony Hendon	ATK	3. Richard Burleson	Hon	2. Dave Coombs	Yam	Four Stroke B		Novice	
5. Duane Conner	Kaw	4. Greg Surdyke	Hbg	3. David Harless	Yam	1. Mike Treadway	Hon	1. Shawn Rogers	Hon
Open A		5. Rick Parsons	Hon	4. Harry Greenlee	Yam	2. Bob Sloan	Hon	2. Jared Smith	Hon
1. Scott Martin	ATK	Junior		5. Donald Hough		3. Mike Decherd	Hon	3. Cody Maxwell	Hon
2. Ronald Palermo	ATK	1. Davey Coombs	Suz	Open B		4. Randy Jones	Hon	4. Terry Denny	Suz
3. Kenneth Johnson	ATK	2. David Santi	Yam	1. Terry Gilland	KTM	5. Mark Niggemeyer	Hon	5. James Lee	Kaw
4. Ron Whipple	Kaw	3. John Vincent	Yam	2. Dave Rafferty	Yam	Vet B		Teams	
5. Scott Price	Hon	4. Donald Bigley	ATK	3. Tim Jackson	ATK	1. Doug Deaton	Hon	1. Barry Brazier/James Raggett	
250 A		5. Mark Mehuron	Yam	4. Samuel Dyke	KTM	2. Manley Bradshaw	KTM	2. Bobby Thomas/Jesse Greer	
1. Doug Blackwell	Kaw	Vet A		5. Michael Turpin	ATK	3. Mark Allman	Hon	3. Bryan Wesson/Gary Horton	
2. Brian Keegan	Yam	1. Richard Kresic	Yam	250 B		4. Harold Nicholson	Yam	4. Jack Barnett/Kenneth Coultas	
3. Farrell Smith	Yam	2. Tommy Harris	Yam	1. Jeff Lowery	Yam	5. Randy Riffle	Kaw	5. Michael Titzer/Todd Barnett	
4. Steve Leivan	Yam	3. Gallie Ward	Hon	2. Vance Earl	Yam	Senior B			
5. Dave Gunn	Kaw	4. Jeff Nurgel	Hon	3. Richard Bryan	Suz	1. Robert Cox	KTM		
						2. David Dehner	Kaw		



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THE BIG CLEAN-UP

We can clean up the forests, but why can't we stop dumping trash?

By Paul Clipper

Atsion, NJ 4/28

First the good news: believe it or not, the spots we cleaned up during last year's BCFSC/ECEA trash clean-up day looked really good this year. Most of the spots that we found totally trashed last year, and then cleaned up completely, weren't returned to dumping grounds over the last 12 months. There was one pretty spot alongside a lake that was completely jammed with discarded tires last year. We must have dragged 100 tires out of this one spot alone, and an equal number of bags of trash, and this year it looked really good. A little bit of litter, but that was it.

Other places that we'd previously cleaned fared as well. It seems that if you stage a clean-up and really scour a spot, the scum who regularly dump there will grow a conscience and leave it alone. Either that or they'll think the place is watched now, and hightail it out of there.

Problem is, they'll always go somewhere else. What else are you going to do with a truck full of trash?

In some ways, you can understand their plight. Landfills are getting tighter and tighter. Most landfills in Jersey won't allow you to dump tires, and local companies interested in starting recycling projects are

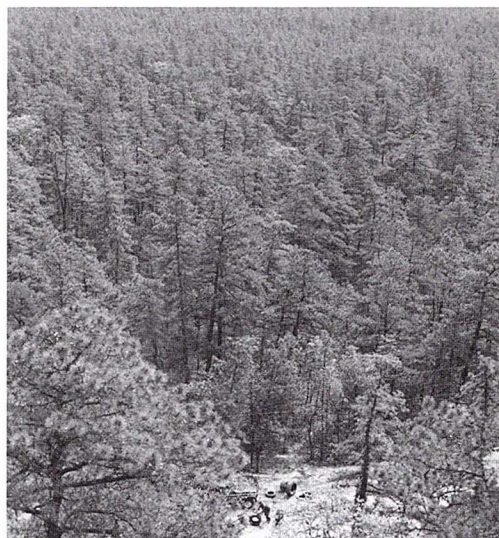
quickly discouraged by residents not interested in "dirty" companies invading their pristine neighborhoods. Most of the exclusive neighborhoods in South Jersey are within a rifle-shot of any one of a number of toxic waste dumps anyway, so I can't understand their concern. If we don't find a way to safely dispose of our trash, we're going to wind up building on top of it.

So the companies that grind up tires are all out of state and difficult and expensive to get to. We didn't find any tires in this one spot, no; but we found them elsewhere. By the end of the day, volunteers working the clean-up loaded a tractor-trailer with 1,350 discarded tires dragged out of the woods.

The other problem down here is bottles. Mostly beer bottles—hey, let's make beer illegal and the problem will go away, right? No, but what we really need is a bottle law in this state; you know, a mandatory deposit on glass bottles again. We used to have one. We don't now; now we've got litter.

Beer cans and soda cans are nearly impossible to find out in the woods, because Alcoa will pay you for aluminum cans to melt down and recycle. Glass companies, God bless 'em, don't want to hear about their bottles after they make them. They just want to make more, and you can do anything you want with the old ones. Most folks just slug down the contents and pitch them out of the window, at least, they do it out in the woods.

But New Jersey has a mandatory recycling law! you say. Sure...last year, we rolled up our sleeves and got to work, and picked up eight tons of bottles alongside these piney roads, and we kept them separated, and we trooped them back to the staging field and dumped them into official recycling trucks. You know what happened then? The trucks hauled the bottles up to the



Looking out over the woods from the fire tower on Apple Pie Hill while ECEA members drag tires out of the woods. We found over 1300 of them.

state glass recycling center for this area, and the recycling folks said "Nope. We don't want them. They're too dirty." They had to then drag the bottles to the landfill and dump them, and they were relieved that the landfill would take them—after charging the usual dumping fee.

So much for recycling.

This year, they still didn't want it, so we just gathered the glass along with the rest of the trash and pitched it right into the dumpsters with everything else. You'd think they could crush the bottles and then wash the impurities out of the bits of glass before melting it down, but no; it's too much trouble. Throw it away. The reality of



Mark Larsen and members of SJER and VFTR unload a stake-body full of junk. We filled up eight 30-yard dumpsters.



Meteor M.C. members stand proudly behind a pile of trash liberated from an old gravel pit.



It takes a real slob to dump trash like this in the woods. Although this much of a mess isn't a common sight, you'd be amazed at the amount of dumping going on.

the whole scene just leaves you feeling hollow inside.

Anyhow, we had 350 people in total this year, about 165 signed up for the ECEA, and a separate clean-up in Ocean county that included 33 volunteers—and they could have used 300, after hearing the tales of trash they had to tell.

Our group filled eight 30-yard dumpsters, picked up the previously mentioned tires, and ate 45 pounds of hot dogs afterwards. Some of the back roads were noticeably cleaner afterwards, more inviting and "wild" looking. We made a dent in it,

your state's Environmental Protection Agency. Let your legislators and government officials know that you support all material recycling programs and bottle-deposit bills. If you would like to contact the Burlington County Federation of Sports-

once again. All we've got to do now is keep it from trashing up again.

Report all dumping to the local police, or

man's Clubs, you can do so by writing to Bill Bruner, 47 Stokes Road, Shamong Township NJ 08088. The ECEA's address is in the front of the book. Everybody involved did a great job this year; come on out and join us in '92.

OCEAN COUNTY COMES CLEAN

By Perry Hodges

Whiting, NJ 4/28

For the past three years, the ECEA and the Burlington County Federation of Sportsman's Clubs have combined forces to hold a successful clean-up each year in Burlington county. This year, Ocean county also benefitted from the cooperative efforts of the two groups.

Ocean County Competition Riders coordinated the event, which took place on a beautiful Sunday and targeted the Greenwood and Manchester Wildlife Management Areas for clean-up. This first-year effort attracted 33 participants. They were almost evenly divided between ECEA members and members of the hunting clubs. Even though the number of volunteers wasn't large, the results of their work was outstanding. Almost six tons of trash, 250 tires, and ten square yards of concrete debris were collected.

The amusing part of the day occurred

when a local police officer, responding to a report of illegal dumping, came to check out the clean-up site. The volunteers were able to convince him they were the "good guys" and he went on his way. On a more serious note, the Ocean County Prosecutor's Office received two leads on illegal dumpers surprised by clean-up volunteers.

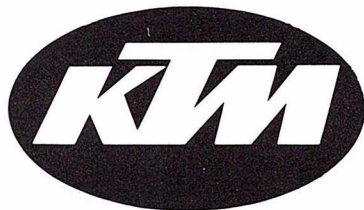
Ocean County Competition Riders would like to thank everyone who made the day a success. The Hook and Hoof Sportsman's Club opened their club house to the volunteers. Trash bags were donated by Ciba-Geigy. Dumpsters were provided by South Brunswick Asphalt, Ocean County Recycling, and by Ocean County Solid Waste Management. Some of the county employees came out for the day, and their help was greatly appreciated.

Plans are being made for next year's clean-up. Hope to see you there!

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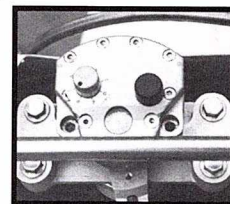
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LEMBO LAKE HARE SCRAMBLES

"Run what you brung!"

by Roger Billharz

Modena, NY 3/24

On March 24th, the Tri-State M.C. held their first Hare Scrambles of 1991 at Lembo Lake Park in Modena, New York. This is the first of three Hare Scrambles to be held there this year.



The 5 1/2 mile course wound through apple orchards which were laid out Unadilla- MX-style. Thrown in for fun were some tight woods that got snottier as the day wore on and a mud bog that looked worse than it actually was.

The club had all the regular classes except for the Experts, which had one combined class: "Run what you brung"—no trophies. They ran for money, to make things interesting—payback was 50 per-

cent. A lot of NETRA hot-shoes showed up to collect some of that cash. Maybe a little too anxious to get the Lembo bucks, more than one rider got disqualified for course cutting. Those riders shall remain nameless here.

NETRA rider Chris Crispin, four-stroke champ in 1990, traded in his thumper for a Honda CR250 and took the lion's share of the purse with the Expert win. Dennis Byrnes, local rider from Yorktown, NY, ran away with the 250 Amateur class win. Surprise of the day was Senior class winner Scott (Jerry) Bernardo, helmet painting wizard. He took the win, but not without some heated dicing with Glenn Dougherty. Glenn's seat fell off ("Loctite, Glenn") and Jerry had

Yes, that's mud in the background...and the foreground, and between your toes...

clear sailing from there on in to uphold FAH-Q Racing honor with the Senior win.

Other class winners were Super Senior rider Alfred Carniani, Four-stroke Steve Wodcik, Open rider Mark Lauinski, 200cc class rider Ernest Leclerc and Vintage champion F. Noell.

They also had an ATV Race in the morning. The ATVs ran only in the apple orchards, no woods for the men of 4 wheels. The weather held up throughout the race except for the last lap, when we got a rain shower that made finishing a little more challenging. □

Lembo Lake Hare Scrambles Class Results 0-200

1. Ernest Leclerc
2. Kevin Quick
3. Chris Wickoff

250

1. Dennis Byrnes
2. Bob Davidson
3. Russel Bain

Open

1. Mark Lauinski
2. Roger Billharz
3. David Winans

Super Snior

1. Alfred Carniani
2. Roger Stackhouse
3. Richard Schonmaker

4-Stroke

1. Steve Wodcik
2. Steve Ropransky
3. Clint Perren

Expert

1. Chris Crispin
2. Chris Fischer
3. Ken Valentine

Vintage

1. F. Noell

Senior

1. Jerry Bernardo
2. David Seipel
3. Robert Girard

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SUMMER WIND

Scott Summers takes another overall at the Moonshine National Hare Scrambles

By Lindell Siler

Cadiz, KY 4/7

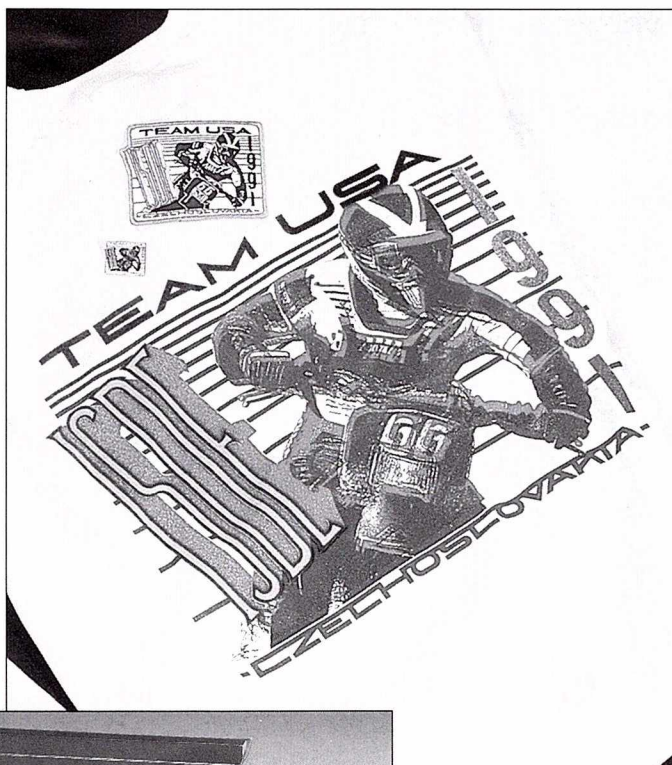
National Hare Scrambles Series round number three was held at the beautiful Lake Barkley Resort near Cadiz, Kentucky. The Western Kentucky Trail Riders were once again the hosts of the Moonshine National Hare Scramble. It's a serious race that doesn't lose that "down home" touch.

WKTR were on the ball with the parking area, pits and sign up all laid out where you could easily find them. The line at the registration tables even moved smooth and steadily. Getting a turn at the porta potty was the biggest challenge and it was by no means a lengthy wait.

These guys went to a lot of trouble to get

the course ready. I thought it was very well laid out and marked. They even did some tractor and blade work to part of the trail. There was a nice mixture of fast trail with whoops, logs and jumps and good tight stuff with rocks and roots everywhere. Since they had a separate course for the A riders, I can only vouch for the B trail as being plenty tough without being dangerous. Judging from reactions though, I'd venture to guess the A trail wasn't what you'd call a bunny slope by any means.

Scott Summers slithers through a greasy berm in the Kentucky fog.



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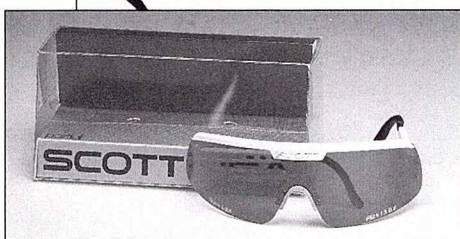
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Out of the field and up into the hills. The weather was pleasant, if you happen to like rain and cold.

The rider's meeting was held at the start area which was across the road from the pits. After running through the normal agenda plus explaining how the split courses worked, we trotted back to our bikes, not wanting to stand around in the sun any longer. Shortly thereafter, we were flagged off, running through a series of gentle turns in the field before hitting the woods and the first uphill at the same time. My involvement didn't last much longer. A little unintentional T-bone managed to rid my ATK of most of it's shifter and the oil

cap. After hand selecting second gear and seeing the oil boil on my brake, I decided the course had enough obstacles without me and made my way to the pits.

By the time I started spectating Scott Summers was leading with Aaron Hough right behind. Duane Conner was third and in striking distance. It was about this time that the clouds that had rolled in decided to do something besides giving us some shade. Rain pelted down for a good little bit and began affecting everyone in one way or another. Some spectators ran for cover while others just grinned at each other in sideways glances. Then there were the riders. While I'm sure there were some who were glad to see it come, the rest appeared to just be tolerating it. From what I could see the course turned into mud, ruts and slick roots and rocks.

It got pretty ugly. I even saw

Tony Hendon thunders past on his big ATK. Tony finished well enough to pull second AA, but couldn't get Summers.

one AA rider drop it right in front of the barrels. That doesn't happen very often and he about had company on several occasions.

Summers was leading while the weather couldn't decide to shine or sprinkle. He couldn't shake Hough, and Conner was hanging it out hoping for a lucky break. It came on the last lap as Summers took the checkered all by himself. Conner was next in with Tony Hendon taking third. Forth and fifth were KTM pilots Matt Stavish and Ethan Goodrich. When Hough never showed it was speculated he had run out of gas. I wasn't able to verify that to be true, but it was a shame he didn't finish no



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B-250 4 Stroke (all motors)
B-Open

4 Mile Course

NOTE: 6 entries will constitute a class

RIDERS MEETING: 10 minutes before each event at starting line

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ALL OTHERS	\$20.00

* SORRY NO ATVS AT THIS EVENT

matter what. He was definitely in contention on this day.

Now I'd better take time to give a little credit where it's due. Thank you Mr. Jack Penton for helping me sort the KTM riders out. An apology to Matt Stavish who probably thought I didn't know who he was. He most certainly is known to me. I just couldn't read a name or number on him any-

where. Doug Deaton, 250 B winner, wanted me to thank his sponsor, Kawasaki of Charlotte for him. In addition, I'd like to thank everyone who sponsored all the riders. You people will turn this type of racing into a major deal yet. Last but not least, I'd like to give the host club a pat on the back for a good race and timely results posting. A tough job, but one well done. 

Moonshine National		2. James Raggett	KAW	2. Keith Erwin	YAM
Hare Scrambles		3. Shad Rickets	YAM	3. Mike Taylor	HON
Class Results		200 A		250 B	
Scott Summers	HON	1. Jeff Fredette	KAW	1. Doug Denton	KAW
Overall Champion		2. Brian Walker	KTM	2. Wade Peery	SUZ
AA		3. Chris Kussmaul	KTM	3. Darryl Moody	SUZ
1. Doug Conner	KAW	Vet A		Four Stroke B	
2. Tony Hendon	ATK	1. Barry Howard	HON	1. Mike Sanders	SUZ
3. Matt Stavish	KTM	2. Gary Adams	SUZ	2. Duane Miinch	HON
Open A		3. Mike Mc Carren	Yam	3. John Thompson	
1. Kelly Getz	HUS	Senior A		Senior B	
2. Scott Martin	ATK	1. Charles Gailbraith	HUS	1. John Giles	YAM
3. Ron Whipple	KAW	2. Donald Hough	KAW	2. David Graham	HON
4 Stoke A		3. Willard Root	ATK	3. Ronnie Hackett	SUZ
1. Harvey Whitacker	HON	Women		Super Senior B	
2. Michael Cornett	HON	1. Sherry Graham	KAW	1. Carl Donelson	ATK
3. Ken Arnold	HON	2. Barbie Woodruff	YAM	2. Bob Grider	ATK
Teams		Open B		3. Roy Garrett	HON
1. Steve/Nick Thomas	KAW	1. Mike Shannon		Heavy Trailrider	
2. J. Lawrence/K. Caar	YAM	2. Tim Gilliland	ATK	1. Bobby Shields	Hon
3. R. MC Cormick/C. Stills	HON	3. Michael Turpin	ATK	2. John Wiser	KAW
Senior A		200 B		3. Dennis Rose	KAW
1. Joseph Lojack	YAM	1. Robert Stock		Light Trailrider	
2. Al Hejler	KAW	2. Kevin Brandon	KAW	1. Rickey Doores	KAW
3. Gary Doerr	KAW	2. James Hough	KAW	2. Todd Boone	
250 A		Vet B		3. Charles Rion	KAW
1. Doug Blackwell	KAW	1. Jesse Greer	HON		



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July 21, 1991



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Rider requirements: All riders must present valid AMA and ECEA cards at registration. ECEA testing for enduro licenses will be conducted at no charge on Saturday July 20th. Registration from 2 P.M. to 7 P.M. Saturday, and from 6:30 A.M. Sunday. **You must be 16 or older to ride.** Riders under 18 must sign a youth riders release form (please call for form). Riders and pit crews must sign a liability waiver.

Machine requirements: As public roads will not be used in this enduro, NO LICENSE REQUIRED, NO INSPECTION, NO HASSLE. A sound test will be given Saturday afternoon and Sunday morning. Motorcycles must have a SPARK ARRESTOR and QUIET MUFFLER capable of passing AMA sound level requirements.

Drawing date: July 14, 1991. Entries received after the drawing date will be assigned a number following all pre-entries. Confirmation of starting position will be sent. Make checks payable to **S.O.R.R. Inc., RD 1 Box 135K, Hershey, PA 17033**. Call (717)367-0836 for information. Any calls Friday or Saturday, July 19 or 20, call (717)536-3604. Please limit calls. NO PHONE ENTRIES.

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Please leave mini bikes at home. Any pit racing done by riders or children at any time will result in disqualification of the rider and/or guardian of the child. No bikes may be started between 7:00 A.M. Saturday and 7:00 A.M. Sunday.

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Zip _____

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AMA Club Name: _____

Bike Make: _____ Displacement: _____

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☐ Four Stroke ☐ Women ☐ Veteran (30+)

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I know the risks of danger to myself and my property while participating in the event and while upon the event premises and, relying on my own judgment and ability, assume all such risks of loss and hereby agree to reimburse all costs to those persons and organizations connected with this event for damages incurred as a result of my negligence.

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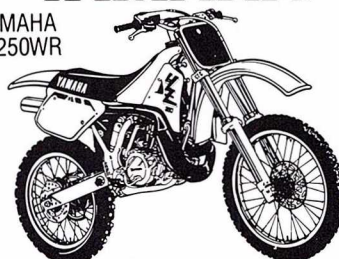
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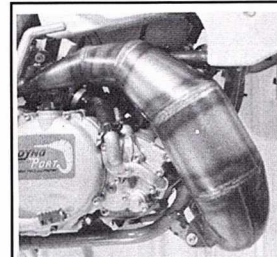
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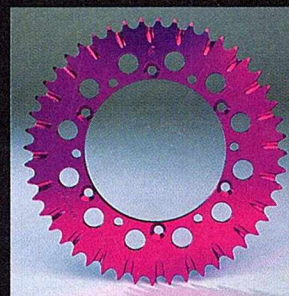
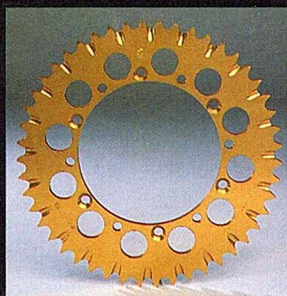
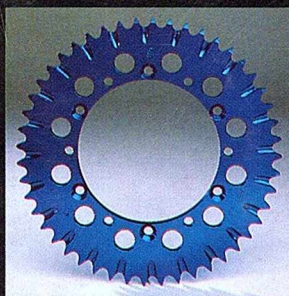
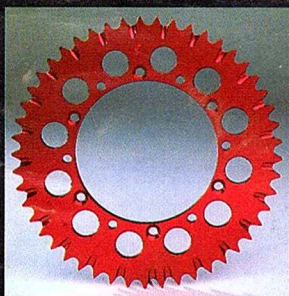
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